#### Washington Metropolitan Area Transit Authority Board Action/Information Summary

● Action ○ Information MEAD Number: Resolution: 100352 ♀ Yes ● No

#### TITLE:

Approval of Public Hearing Staff Report

#### PURPOSE:

To present the Staff Report on the Public Hearings for Proposed Service Adjustments and the General Manager's Proposed FY2010 Budget, as described in Docket No. B09-3.

#### **DESCRIPTION:**

Six public hearings were conducted in the District of Columbia, Maryland and Virginia during the week of April 13-17, 2009, to solicit public comment on the proposed service adjustments and the proposed FY2010 budget. Comments were received from 2,679 people and 159 people testified at the hearings. 2,520 people provided written testimony. A total of 2,675 people opposed some portion of the proposed Service Adjustments and the majority of them (54%) perceived a lack of equity in the proposal in regard to people who are transit-dependent. The attached Staff Report presents a summary of the public hearing testimony.

#### FUNDING IMPACT:

Acceptance of the Staff Report has no funding impact. The public comments will be used as input into the FY2010 budget development.

#### **RECOMMENDATION:**

Accept the Staff Report on the Public Hearings as described in Docket No. B09-3.

# Approval of Public Hearing Staff Report

Presented to the Board of Directors



April 30, 2009



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# Purpose

To present the Staff Report on the Public Hearings for Proposed Service Adjustments, as described in Docket No. B09-3



# Background

(From March 26, 2009 FAO Committee)

FY2010 Gap Closing Actions	
District of Columbia	Elimination of two routes where there is alternative service available Minimal headway widening on a several routes Subsidy gap is eliminated due to other jurisdictional reductions
Montgomery & Prince George's Counties	Headway adjustments, line eliminations, rerouting Convert some RideOn service to Metrobus Charge Express Fares on Qualifying Routes Subsidy is available to close the remaining gap
Alexandria	Headway widening on selected routes Discontinue some late night and weekend service Convert some service from Metrobus to ART Proposes regional rail and bus cuts to close remainder of gap
Arlington	Convert some service from Metrobus to ART Subsidy is available to close the remainder of the gap
Fairfax County & City of Fairfax	Subsidy is available to close the remainder of the gap
Falls Church	Public Hearing may include elimination of the "George" bus route, operated under separate agreement. Not part of WMATA's Operating Budget, but this reduction achieves Falls Church budget goals

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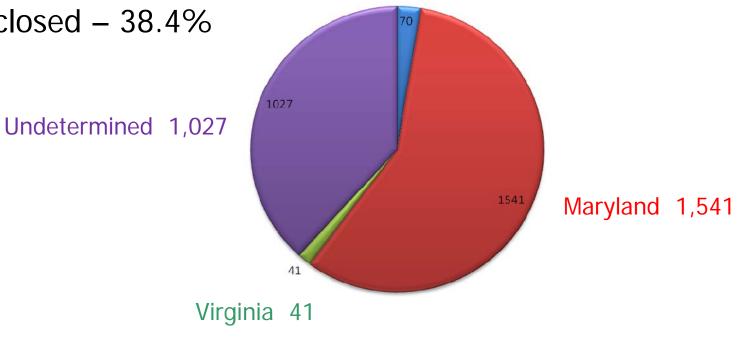
- Six public hearings were held during the week of April 13-17, two in each Compact jurisdiction – DC, MD, VA
- Comments received from 2,679 people
- 159 people testified at the hearings
- 2,520 people provided written testimony



# **Comments by Jurisdiction**

- District of Columbia 2.6% lacksquare
- Maryland 57.5% ullet
- Virginia 1.5%  $\bullet$
- Not disclosed 38.4% lacksquare

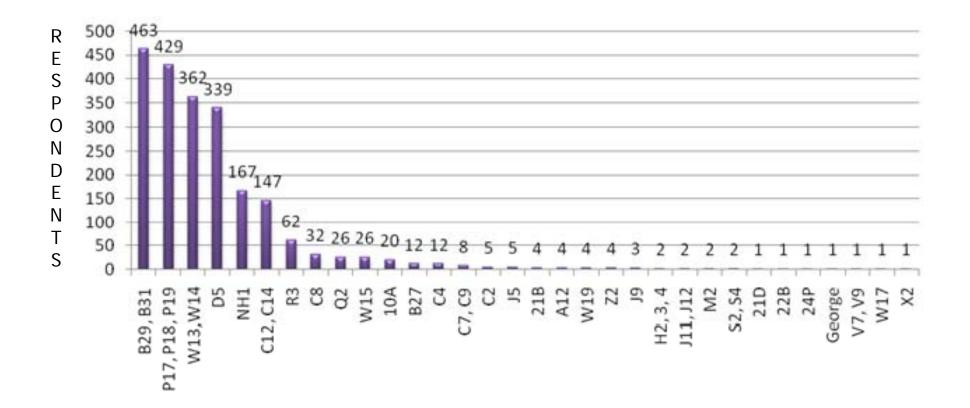
District of Columbia 70





- The proposed service adjustments had support from one person, five respondents were neutral to the proposal, while the remaining 2,678 respondents opposed some portion of the proposal.
- The majority of respondents (54%) perceived a lack of equity in the proposal in regard to people who are transit-dependent.
- About 65% of the respondents did, however, comment on specific service reductions.







### B29, B31 (462 respondents):

- Do not make changes: 100%
- Equity for transit-dependent customers: 92%
- Before cutting service, reduce schedule: 12%

# P17, P18, P19 (429 respondents):

- Do not make changes: 100%
- Bus service is better than rail service: 34%
- Alternate service takes too long: 31%
- Alternate service is too expensive: 31%



### W13, W14 (362 respondents):

- Do not make changes: 100%
- Bus service is better than rail service: 36%
- Alternate service is too expensive: 35%
- Alternate service takes too long: 35%

## D5 (339 respondents):

- Do not make changes: 100%
- Alternate service takes too long: 17%
- Alternate service is not a viable option: 16%
- Metro will lose customers: 14%



### NH1 (167 respondents):

• Do not make changes: 100%

### C12, C14 (146 respondents):

- Do not make changes: 100%
- Equity for transit-dependent customers: 10%

### All Other Routes (163 respondents):

- Do not make changes: 100%
- Equity for transit-dependent customers: 51%
- Alternate service is not a viable option: 28%
- Alternate service takes too long: 24%



Comments not related to specific routes (932 respondents):

- Do not make changes: 99%
- Equity for transit-dependent customers: 96%



# Recommendation

Accept the Staff Report on the Public Hearings as described in Docket No. B09-3.

Public Hearings on Proposed Service Adjustments and on the Proposed FY2010 Budget

### **STAFF REPORT**

# April 30, 2009

Washington Metropolitan Area Transit Authority

#### **Executive Summary**

Six public hearings were conducted from April 13 - 17, 2009 to solicit and obtain public comment on proposed Metro service adjustments and on the Metro General Manger's proposed FY2010 budget.

A total of 2,679 people provided input on these subjects, either by testifying at a public hearing or submitting their comments in writing.

Those providing comments were from the following jurisdictions:

- Maryland 1,541 respondents or 57.5% of the total
- Virginia 41 respondents or 1.5% of the total
- District of Columbia 70 respondents or 2.6% of the total
- Unidentified 1027 respondents or 38.4% of the total

The proposed service adjustments had support from only one person who testified. Of those remaining, five were neutral to the proposal, two stated that the fare increase proposed for a specific line was too high, and the remaining 2,671 respondents opposed the proposed service modifications. A majority of respondents (54 percent) perceived a lack of equity in the proposal in regard to people who are transit-dependent. No other category of comments was expressed by more than 10 percent of the respondents. About 65 percent of the respondents did, however, comment on specific service reductions. The number of people who made reference to a specific bus route are categorized as follows:

- o B29, B31 (462 people)
- o P17, P18, P19 (429 people)
- o W13, W14 (362 people)
- o D5 (339 people)
- o NH1 (167 people)
- o C12, C14 (146 people)
- O All other routes discussed (163 people)

### Introduction

The following report is a summary of the comments received by Washington Metropolitan Area Transit Authority (Metro) staff and Board members at a series of public hearings covering the proposed FY2010 budget and service adjustments. In addition, this staff summary report reflects written comments received at each public hearing; those mailed, faxed or e-mailed to Metro headquarters; and those received on comment cards that were available at public hearings.

The purpose of the public hearings was twofold. First, the public hearings satisfy the requirements of Section 62 of the WMATA Compact and Federal Transit Administration statutes that require public hearings be held prior to implementing a fare increase or service reduction. Second, the hearings allow Metro to solicit and obtain public comment regarding the proposed FY2010 budget and service adjustments proposed to balance that budget.

A series of six public hearings were conducted from April-17, 2009. Two public hearings were held in each Compact jurisdiction. A detailed list of hearing times and locations and the docket is provided in Appendix A. The public was informed that, if approved, any service adjustments would take place on, or about, June 28, 2009.

Formal notice of these hearings was made in <u>The Washington Post</u>. Advertisements were also placed in <u>India This Week</u>, <u>Express India</u>, <u>El Tiempo Latino</u>, <u>El Pregonero</u>, <u>Washington</u> <u>Hispanic</u>, <u>Korea Daily Newspaper</u>, online at the Boat People SOS and online at Zethiopia. In addition, notice was posted on Metro's website and press releases were sent to radio, TV and newspapers. Placards advertising the hearing were posted on buses and railcars in English and Spanish, and copies of the docket were sent to 103 area libraries.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro staff was available to respond to questions on the service adjustments, the proposed FY2010 budget, and on WMATA operations in general. Documents were available describing the evolution of the

FY2010 budget and the service adjustments that were proposed to balance that budget. Metro staff also offered a variety of service information to attendees prior to the start of the hearings during an "open house" period.

At the beginning of each hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, either the Metro General Manager or Deputy General Manager presented an overview of the proposed budget and service adjustments. Following this, pre-registered speakers were called to the podium to offer testimony. Following the testimony of pre-registered speakers, the presiding Board member called upon speakers in the order that they registered at the hearing. Public officials were given five minutes to speak, all others were allowed three minutes to make their comments. Additionally, all attendees were informed that Metro would accept written testimony until 5 p.m. on April 20, 2009.

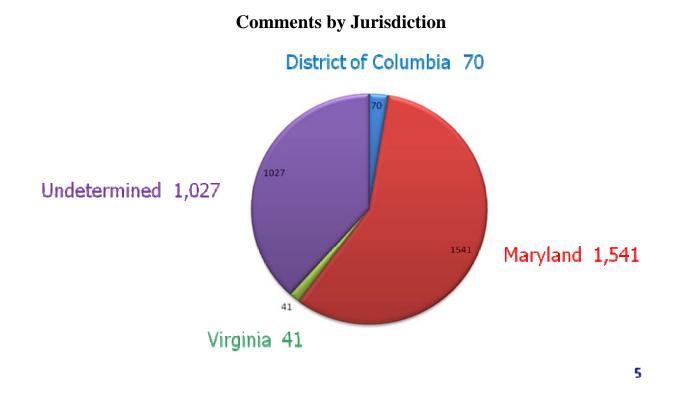
Metro received comments, either through testimony at a public hearing or in writing from 2,679 people. Of these, 159 people testified at public hearings, and the remaining 2,520 provided written comments. About 450 people attended the hearings. In reviewing the report, it is important to remember that a single speaker may have addressed several different topics.

It is important to note, that these comments reflect only the comments of those who responded to the call for testimony. This is an analysis of qualitative data. The results should not be represented as an accurate gauge of the opinion of Metro customers in general. This report compiles what was said without regard to the veracity of the statements made.

### **Public Comment**

#### **General information**

Of the 2,679 people who responded to the call for public comment on the FY2010 budget and service adjustments, 57.5 percent of the respondents were from Maryland, 1.5 percent were from Virginia, 2.6 percent of respondents were from the District of Columbia, and 38.4 percent did not disclose where they lived.



Only one person was in favor of the proposal, and that person was from Maryland. Of the rest of the respondents, two stated that the fare increase proposed for a specific route was too high, and five were neutral to the proposal; the remainder of people opposed the service adjustments. Of the 2,671 people who did not support the service adjustments, 58 percent were from Maryland, 1.4 percent were from Virginia, 2.6 percent were from the District of Columbia and 39 percent did not disclose where they lived.

### **Comments on Specific Route Modifications**

About 65 percent of the respondents commented on specific service reductions. The routes commented on and the number of people commenting on each follows:



### **Opinions Expressed by Customers**

What follows is a description of the categories of opinions expressed by those responding and charts showing the breakdown of opinions and concerns in relation to specific service modifications.

#### Equity for transit dependent customers

The customer perceived that the effect of the service modifications on transit-dependent customers was inequitable. The description of transit-dependent customers included minority customers, customers with low incomes, customers with disabilities, and customers without vehicles. It was also noted in this testimony that people made decisions on where they worked and lived based on the availability of transit service in those locations, and that there could be a negative effect on the regional economy, as well.

#### Metro will lose customers

The customer voiced a belief that the service modifications would force them or other customers to stop using Metro. In this testimony, they cited the importance of transit in getting people off the roads, thus improving quality of life and the quality of the environment. Many felt that service modifications ran counter to the current national initiative for environmental stewardship.

#### Understanding of economic pressures

The customer voiced an understanding that service adjustments were needed because of the current poor state of the economy.

#### Fare increase too high

The customer stated the increase in fares for a specific line was too high.

#### Metro service should be improved

The customer stated that Metro service should be improved. One specific service improvement identified by customers was that we operate old buses on certain routes, and they expressed a desire for new buses.

#### Metro should cut expenses or find additional revenue

The customer stated that Metro should cut expenses. Expense cuts recommended by respondents included employee salaries; discontinuance of week-day service on certain holidays; use of more Compressed Natural Gas buses to reduce fuel costs; and completing of more Metro facility rehabilitation/remodeling projects with in-house staff.

#### Contributions from local government should be higher

The customer recommended that local government should contribute more to the Metro operating budget. Some customers even mentioned the need for dedicated funding for Metro.

#### Fare increases should be an option

The customer stated that a fare increase should be an option to consider along with service cuts. Some customers mentioned a proposed Metro-wide nickel increase that had been discussed by the Board, while others specifically stated that they would pay more to keep their bus service from being cut back or eliminated.

#### Use capital/stimulus funds

The customer recommended that Metro use capital or economic stimulus funds to bridge the operating budget gap.

#### Before cutting service, please consider schedule modifications

The customer asked that before a specific route be cut, that a service modification like reducing the number of trips be considered instead.

#### Many people ride this route

The customer stated that there were enough riders on their buses to justify continued service.

#### More would ride with better service

The customer stated that ridership on a specific route would be higher if there were more frequent or more reliable service.

#### More would ride if they knew of the service

The customer stated that ridership on a specific route would be higher if there was a greater marketing effort for a specific route on the Metro trip planner.

#### Alternate service is too expensive

The customer stated that the recommended alternate service was too expensive. Among the alternatives identified were Metrorail and taxis.

#### Alternate service is not a viable option

The customer stated that the recommended alternate service did not serve his/her specific area. Reason given included: the distance to the alternate stop was far too long, the path to the alternate service stop was unsafe, or the alternate service did not have the capacity for the extra customers.

#### Alternate service takes too long

The customer stated that the time to travel using the recommended alternate service would take too much time. This included the time required for making multiple transfers and the time spent waiting for the reduced number of trips on certain routes.

#### The service modification won't save that much money

The customer disputed the idea that a specific route would save enough money to help plug the Metro operating budget shortfall.

#### Bus service is better than rail service

The customer expressed a preference for a specific route above the service provided by rail. Reasons provided included: crowding on Metrorail and transfers were difficult due to a customer's disability.

#### No fare increase

The customer asked that there be no increase in fares.

#### No lay-offs

The customer asked that there be no lay-offs of Metro staff.

#### **Expansion of service**

The customer said that an expansion of service was needed, not a reduction in service. The need to implement Metro's priority bus corridor network service plan was mentioned, as well.

#### **Reduce fares**

The customer said that for the good of the economy, all Metro fares should be reduced.

#### Decision making by non-elected Board

The customer stated that fares and service cuts were a form of taxation, and that only elected officials should have that authority.

The following tables break down the major categories of opinions and concerns captured in testimony. (Totals will be greater than 100 percent, as a customer may have made statements across several categories.)

#### **B29, B31** (Percentage of 463 who discussed this portion of the proposal)

- Do not make changes: 100% -Equity for transit-dependent customers: 92% -Before cutting service, please consider schedule modifications: 12% -Alternate service is not a viable option: 3% -Metro will lose customers: 2% -Metro service should be improved: less than 1% -Metro should cut expenses or find additional revenue: less than 1% -Contributions from local government should be higher: less than 1% -Fare increases should be an option: less than 1% -Use capital/stimulus funds: less than 1% -Many people ride this route: 1% -More would ride if they knew of the service: less than 1% -Alternate service is too expensive: less than 1% -Alternate service takes too long: 1% -The service modification won't save that much money: less than 1% -No fare increase: less than 1%

#### P17, P18, P19 (Percentage of 429 who discussed this portion of the proposal)

- Do not make changes: 100%
- -Bus service is better than rail service: 34%
- -Alternate service takes too long: 31%
- -Alternate service is too expensive: 31%
- -Equity for transit-dependent customers: 3.5%
- -Many people ride this route: 3%
- -Metro will lose customers: 2%

-Expansion of service: 1%
-Understanding of economic pressures: less than 1%
-Metro service should be improved: less than 1%
-Metro should cut expenses or find additional revenue: 1%
-Contributions from local government should be higher: less than 1%
-Fare increases should be an option: 1%
-Before cutting service, please consider schedule modifications: 1%
-Alternate service is not a viable option: less than 1%
-The service modification won't save that much money: less than 1%

#### W13, W14 (Percentage of 362 who discussed this portion of the proposal)

- Do not make changes: 100%
- -Bus service is better than rail service: 36%
- -Alternate service is too expensive: 35%
- -Alternate service takes too long: 35%
- -Equity for transit-dependent customers: 2%
- -Fare increases should be an option: 1%
- -Before cutting service, please consider schedule modifications: 1%
- -Many people ride this route: 1%
- -Alternate service is not a viable option: 1%
- -Expansion of service: 1%
- -The service modification won't save that much money: less than 1%
- -Metro will lose customers: less than 1%
- -Metro service should be improved: less than 1%
- -Metro should cut expenses or find additional revenue: 1%
- -Contributions from local government should be higher: less than 1%

#### D5 (Percentage of 339 who discussed this portion of the proposal)

- Do not make changes: 100%
- -Alternate service takes too long: 17%

-Alternate service is not a viable option: 16% -Metro will lose customers: 14% -Many people ride this route: 12% -Fare increases should be an option: 7% -Equity for transit dependent customers: 6% -Before cutting service, please consider schedule modifications: 3% -Alternate service is too expensive: 2% -Understanding of economic pressures: 2% -More would ride with better service: 2% -Expansion of service: 2% -The service modification won't save that much money: 2% -More would ride if they knew of the service: 1% -Bus service is better than rail service: 1% -Contributions from local government should be higher: 1% -Metro service should be improved: less than 1% -Metro should cut expenses or find additional revenue: less than 1% -Use capital/stimulus funds: less than 1% -No fare increase: less than 1%

\* It should be noted that 12 percent of respondents were from the District of Columbia, 17 percent were from Maryland, and 71 percent did not identify their place of residence.

#### NH1 (Percentage of 167 who discussed this portion of the proposal)

- Do not make changes: 100%
- -Equity for transit-dependent customers: 1%
- -Metro should cut expenses or find additional revenue: 1%
- -Many people ride this route: 1%
- -Alternate service is too expensive: 1%
- -Alternate service is not a viable option: 1%
- -Alternate service takes too long: 1%

-Bus service is better than rail service: 1% -Expansion of service: 1%

#### C12, C14 (Percentage of 147 who discussed this portion of the proposal)

Do not make changes: 100%
Equity for transit-dependent customers: 10%
Alternate service is not a viable option: 7%
Many people ride this route: 3%
Use capital/stimulus funds: 2%
Alternate service takes too long: 2%
Metro will lose customers: 1%
Understanding of economic pressures: 1%
Metro should cut expenses or find additional revenue: 1%
Fare increases should be an option: 1%
Before cutting service, please consider schedule modifications: 1%
More would ride with better service: 1%
Alternate service is too expensive: 1%
No fare increase: 1%

-Expansion of service: 1%

#### **<u>All Other Bus Modifications</u>**

# R3, C8, Q2, B27, C4, C7, C9, C2, J5, A12, J9, H2, H3, H4, J11, J12, W15, 10A, S2, S4, M2, X2, V9, V7, M2, 24P, 22B, 21B, 21D, W17, W19, Z2, George (Percentage of 163 who discussed this portion of the proposal)

- Do not make changes: 98%

- -Equity for transit-dependent customers: 51%
- -Alternate service is not a viable option: 28%
- -Alternate service takes too long: 24%
- -Many people ride this route: 18%

-Metro will lose customers: 17%
-Alternate service is too expensive: 14%
-Fare increases should be an option: 13%
-Before cutting service, please consider schedule modifications: 6%
-Expansion of service: 5%
-Understanding of economic pressures: 5%
-Metro should cut expenses or find additional revenue: 4%
-Use capital/stimulus funds: 4%
-No fare increase: 3%
-Contributions from local government should be higher: 3%
-Bus service is better than rail service: 2%
-More would ride with better service: 2%
-More would ride if they knew of the service: 1%
-Fare increase too high: 1%
-Metro service should be improved: 1%

-No lay-offs: 1%

### <u>Comments Not in Direct Relation to Specific Bus Service Modifications</u> (Percentage of 932 who discussed this portion of the proposal)

- Do not make changes: 99%

-Equity for transit-dependent customers: 96%

-Contributions from local government should be higher: 14%

-No lay-offs: 2%

-Expansion of service: 2%

-Metro will lose customers: 1%

-Understanding of economic pressures: 1%

-Metro should cut expenses or find additional revenue 1%

-Metro service should be improved: less than 1%

-Fare increases should be an option: 1%

-Use capital/stimulus funds: 1%

-Alternate service is not a viable option: 1%

-No fare increase: 1%

-Reduce fares: 1%

- -Decision making by non-elected Board: 1%
- -Support proposal: less than 1%
- -Before cutting service, please consider schedule modifications: less than 1%
- -Many people ride this route: less than 1%
- -More would ride with better service: less than 1%
- -More would ride if they knew of the service: less than 1%
- -Alternate service is too expensive: less than 1%
- -Alternate service takes too long: less than 1%
- -Bus service is better than rail service: less than 1%

# APPENDIX A: STAFF RESPONSE TO SPECIFIC ROUTE COMMENTS

### **Staff Response to Specific Route Comments**

### **District of Columbia**

#### Route D5, MacArthur Boulevard - Georgetown

Comment - Alternative service for Maryland passengers would increase travel time and fare.

Response

- One-third of D5 passengers board and alight in Maryland.
- Travel time to Farragut Square would increase from 30-38 minutes on D5 to 50-60 minutes using Ride On Route 23 with a transfer to Route D6 at Sibley Hospital.
- Round trip fare would increase from \$2.50 on D5 to \$5.70 using Ride On 23 with a transfer to the Red Line at Friendship Heights.

Comment - Alternative service on D6 does not serve passengers who work in Georgetown, Foggy Bottom or Rosslyn.

Response

- One-third of D5 passengers board and alight in Georgetown/Foggy Bottom
- Travel time to Wisconsin & M Streets would increase from 16-22 minutes on D5 to 28-37 minutes using D6 with a transfer to the 30's routes at Wisconsin & Q Streets.

Comment - D5 buses carry full loads and are not underutilized.

Response

- The D5 averages 31 passengers per trip.
- If all D5 riders use alternative D6 service, D6 load factors would exceed our peak hour guideline. Therefore, the D6 will be monitored for overcrowding.

### **Staff Response to Specific Route Comments**

### Maryland

#### Route B27, Bowie - New Carrollton Line

Comment - Old Bowie and Lanham-Severn Road north of Greenbelt Road would be left without service.

Response

- B27 is the weakest non-regional line in WMATA's Maryland service area, averaging only 258 boardings a day, or 9.9 per trip. Operating only the best- patronized trips would marginally improve the productivity of this route.
- Bowie State University would continue to be served by Routes B21, B22 from New Carrollton Station.

#### Routes B29, B31, Crofton - New Carrollton Line

Comment - There is no alternative service for most riders.

Response

- The nearest service would be provided by Routes B21, B22, B24, B25, and C28, which serve stops on the Northview Drive side of the Bowie Town Center and/or at the Bowie Park & Ride Lot. B21, B22, and C28 operate via John Hanson Highway, as do the B29 and B31. B24 and B25 operate via Belair and Annapolis Road.
- Short trips operating only between the Bowie Park & Ride Lot and New Carrollton Station would have to be established to replace at least some of the full-length B29 trips proposed to be discontinued.

Comment - Save operating costs by reducing the number of trips available.

Response

- While there is unused capacity on all trips on the present B29 schedule, no significant operating costs could be saved without eliminating one of the two buses required. Cutting the number of available trips in half would result in unattractive service with inadequate capacity to accommodate the anticipated remaining demand.
- B31 is a one-bus route that was established to provide an evening option for travel from New Carrollton Station to the Bowie Park & Ride Lot for commuters and to accommodate workers at stores at Bowie Gateway Center and the Bowie Town Center in

getting to transit options at New Carrollton Station. Average boardings on B31 trips range between 1 and 8 per trip.

#### Routes C2, C4, Greenbelt - Twinbrook Line

Comment - Forcing one or two transfers on passengers would increase their travel time.

#### Response

• The service proposed to be discontinued is redundant with other Metrobus and Ride On service operating over the same roadways. No segment of route between Wheaton Station and Twinbrook Station would be unserved.

Comment - The alternative service does not have the capacity to accommodate the affected C4 (and C2) riders.

#### Response

• Those routes will be monitored carefully and adjusted accordingly.

Comment - A significant proportion of the ridership on this line is Hispanic and those riders are underrepresented at this hearing and in written testimony.

#### Response

• An exceptional outreach to the Hispanic community was made to acquaint Spanishspeaking patrons with these proposals. Literature was made available in Spanish and in other languages. Spanish-speaking personnel were available at the public hearings to communicate with persons who do not speak English but who wished to be heard.

#### Routes C7, C9, Greenbelt - Glenmont Line

Comment - C7, C9 provides an important connection between Prince George's and Montgomery counties for residents of Greenbelt and College Park.

#### Response

• C7, C9 is the weakest regional line in WMATA's Maryland service area, averaging 463 riders per day on 24 rush hour trips, or an average of 19 boardings per trip.

Comment - C7, C9 is the only line that serves the Riderwood Retirement Community.

#### Response

• Riderwood is also served by Routes R2, R5, and Z6.

Comment - One witness rides the C7 in the morning from Colesville to his job at the Federal Court House in Greenbelt but has to use alternative service coming home, as his shift ends at 9:00 PM.

#### Response

• The alternative referred to, Route C8, is proposed to be eliminated outside rush periods. Other alternatives would continue to be available.

#### Route C8, College Park - White Flint Line Route Z2, Colesville - Ashton Line

Comment - These two routes serve New Hampshire Avenue between White Oak and Colesville. The elimination of both routes weekday midday and on Saturday would leave no service on that segment of New Hampshire Avenue at those times.

Response

• Service would be available on Randolph Road, on Lockwood Drive, and on New Hampshire Avenue south of Lockwood Drive but not on New Hampshire between Randolph Road and Lockwood Drive.

Comment - C8 service is needed between rush hours to serve the travel needs of students at Springbrook High School.

Response

• Alternative arrangements could be considered if necessary to meet students' travel needs, but there would be a cost.

#### Routes C12, C14, Hillcrest Heights Line

Comment - Eliminating this line would significantly impact local residents, particularly those living in the Carriage Hill and Top of the Hill apartment complexes, and would adversely impact local businesses.

Response

• Ridership on this line is modest. It operates every 25 minutes during rush periods, with an average of 26 boardings per trip mornings in the heavy direction of travel and 22 boardings in the evening. Midday service operates hourly, with an average of 11 boardings per trip on weekdays and 10 per trip on Saturday. There is no late night or Sunday service.

Comment - Could the H11 and H12 be rerouted to serve Carriage Hill?

#### Response

This could be done but these routes are already circuitous. This change would have a negative impact for the existing H11, H12 riders and would require additional funding.

Comment - Elimination of C12, C14 will leave the Applegate community without service.

#### Response

• The nearest available service would be Route D12 on Silver Hill Road.

#### Route NH1, National Harbor Line

Comment - Visitors to the Gaylord National Resort have expressed concern for their safety when transferring at Southern Avenue Station. The management has asked that NH1 be rerouted to Branch Avenue Station.

Response

• The safety concern will be reviewed by Transit Police.

Comment - Rerouting NH1 to Branch Avenue Station deprives service to low income and minority residents who find the stops on Southern Avenue and Indian Head to be inconvenient and is therefore discriminatory.

#### Response

• NH1 does not provide local service, and most of its riders board or alight at Southern Avenue Station. Its restrictions are such that one end of every passenger's trip must be at the Oxon Hill Park & Ride Lot or at National Harbor. Alternative service by rail to Branch Avenue Station or by bus to the Oxon Hill Park & Ride Lot would be available to connect with all trips on the revised NH1 schedule.

#### Routes P17, P18, P19, Oxon Hill - Fort Washington Line Routes W13, W14, Bock Road Line

Comment - The existing service north of the Beltway is identical on these two lines and the proposed changes are identical. Objections focused primarily on the proposal to cut back rush hour service (P17, P19, W13) from downtown to Southern Avenue Station. Midday service (P18, W14) already feeds Metrorail at Anacostia Station and would also be rerouted to Southern Avenue Station for consistency. It is important to note that 1) no changes in the frequency of service are proposed other than what would be indicated by the routine monitoring of ridership, and 2) no changes are proposed to be made to any of these routings outside the Beltway.

Comments may be summed up as follows:

- Less convenient than a one-seat ride to downtown. More walking would be required, as well as transferring from bus to train and possibly from bus to train to a second train.
- Increased cost (bus + rail fares vs. one express bus fare).
- Longer travel time.
- Concerns about rail service: reliability, safety, and overcrowding.

Responses:

- It has been longstanding WMATA policy that bus routes operating from points outside the Beltway to destinations downtown be shortened by connecting with Metrorail. This has been accomplished on all Maryland lines except for rush hour service on these two.
- Service on these lines is very expensive to provide even at the express fare, since they are long, one-way routes with no ridership turnover that would permit the recycling of capacity for greater cost effectiveness and no passengers to be carried in the return direction.
- The current express bus fare is \$3.00 using SmarTrip. Assuming regular bus fare with SmarTrip and a transfer to Metrorail at Southern Avenue Station, the total one-way fare in either direction would be, for example, \$3.05 to Metro Center, \$3.25 to Farragut North or Farragut West. Fares to other stations would vary due to the varying rail distances involved.
- Travel times are comparable (less than a 5-minute variance).
- Green Line capacity is being increased by the expanded use of eight-car trains.

#### Route Q2, Veirs Mill Road Line

Comment - Ridership south of Wheaton is heavy. Eliminating Q2 service between Wheaton Station and Silver Spring Station will force many passengers to transfer.

#### Response

• Q2 and Y5, Y7, Y8, Y9 are redundant between Wheaton Station and Silver Spring Station. The capacity they provide is in excess of the need between those points but neither line alone is sufficient to accommodate it all.

Comment - Most of the irregularities in the Q2 schedule ("bus bunching") are due to the impacts of traffic congestion on Georgia Avenue and Veirs Mill Road.

Response

• Eliminating Q2 service south of Wheaton will remove that source of schedule disruption. Potential measures that might be used along Veirs Mill Road, such as signal prioritization and queue jumpers, are under consideration.

Comment - Eliminating Q2 service north of Rockville Station or Montgomery College would overload the parallel Ride On services, primarily route 55, which are already used heavily.

Response

• Those routes will be monitored carefully and adjusted accordingly.

Comment - A study is underway to identify measures that would enhance bus service in the Veirs Mill Road corridor. Aren't these cuts in conflict with that study?

Response

• The proposed cuts are in response to projected shortfalls in state revenue. The study has a long-term outlook, which will identify potential improvements for the corridor.

#### Route R3, Greenbelt - Fort Totten Line

Comment - R3 diverts off of Adelphi Road to serve the main entrance of Archives II; C8 does not. C8 should also divert. It is dangerous to have to cross Adelphi Road when using C8 trips operating southbound on that roadway.

Response

• WMATA is investigating the impacts of diverting C8 to serve Archives II as well as the FDA complex in White Oak.

Comment - Ridership counts at Archives II taken between October 2006 and April 2008 should not be used because during that period the Research Room's evening and weekend hours were curtailed temporarily for budget reasons. They have since been restored.

Response

• Ridership counts that influenced the proposal to discontinue service on the R3 were based on a six-month average which did not include the time period in question.

Comment - Residents of Sargent Road and Lewisdale (23<sup>rd</sup> Avenue) would be left with no alternative service.

Response

• Daily ridership on Sargent road is 274, or 11% of the total for this line. Daily ridership on 23<sup>rd</sup> Avenue is 407, or 16% of the total.

#### Route W15, Camp Springs-Indian Head Highway Line

Comment - The distance between Padgetts Corner and Indian Head Highway along Allentown Road, Tucker Road, and Palmer Road would be left without alternative service. This is an issue both of distance and safety due to the lack of sidewalks.

Response

• There are approximately 186 daily riders on Allentown Road west of Padgetts Corner, on Tucker Road, and on Palmer Road. For most of these there would be no alternative service within a reasonable walking distance. For some, D13 or D14 are available at Padgetts Corner and W13 is available on Tucker Road between Allentown Road and Bock Road.

### **Staff Response to Specific Route Comments**

### Virginia

#### Routes 7A,E,F, Lincolnia - North Fairlington Line

Comment - 7E trips run back-to-back and are lightly utilized; reallocate savings from proposed elimination of 7A, E, F trips to improve service on Route 7C due to continued growth in the Shirlington area.

Response

Proposal to reduce 7E service would increase peak load from 28 to 37 passengers per trip.
 Suggestion to improve 7C service from current 20-minute frequency to 15 minutes would require one additional morning and afternoon evening peak bus at a cost of \$200,000 annually, \$50,000 more than the projected savings for the proposed 7A,E,F service reductions.

#### Route 10A, Hunting Towers - Pentagon Line

Comment - Proposed elimination of weeknight and weekend service would impact service workers employed in Pentagon City, Pentagon Row, and Crystal City.

#### Response

- Most workers residing in the Mt. Vernon Avenue corridor would have no direct access to or from their jobs during the hours 10A is proposed to be eliminated.
- Some workers would have to walk up to 3/4 mile to Route 9A on Eads Street or Jefferson Davis Highway, to Route 23A on 23<sup>rd</sup> Street, or to Metrorail at Pentagon City or Crystal City stations (rail would only be available until midnight, except on Friday and Saturday nights).

Comment - Contrary to the statement in the public hearing docket, 10A is not low productive during the hours service is proposed to be eliminated.

- <u>Weekday</u> Of a total 183 passengers on the seven evening trips proposed for elimination (average: 26 passengers per trip), 76 (42%) travel between Arlington and Alexandria destinations. 53 passengers (29% of total) board or alight at the Pentagon.
- Saturday Of a total 1,529 passengers all day (average: 24 passengers per trip), 623

(41%) travel between Arlington and Alexandria destinations. 298 passengers (19% of total) board or alight at the Pentagon.

<u>Sunday</u> - Of a total 890 passengers all day (average: 25 passengers per trip), 345 (39%) travel between Arlington and Alexandria destinations. 128 passengers (14% of total) board or alight at the Pentagon.

Comment - Alternative service on Routes 10B and 23A would not adequately serve riders currently using Route 10A between Pentagon City, Crystal City, and Alexandria.

#### Response

- 10B does not serve Pentagon City or Crystal City, and 23A does not serve the Mt. Vernon Avenue corridor (except at stops at Arlington Ridge & South Glebe Roads).
- Proposed increase in 10B weekday and Saturday late evening and Sunday service intended as a partial replacement for the Alexandria portion of 10A only.
- Transfer connections between 10B and 23A at Mt. Vernon Avenue and South Glebe Road would not be possible on every late evening and Sunday trip as both routes would be operating on different frequencies (10B every 40-50 minutes, 23A every 60 minutes).
- Changes to the 23A route and/or schedule to provide replacement service in the Pentagon City area and to coordinate with the proposed 10B service adjustments would increase operating costs and is not included as part of the hearing proposal.

Comment - Riders who would be affected most weren't informed of the proposed service reduction. Large numbers of minority and non-English speaking riders use Route 10A service. Several riders took it upon themselves to post notices at stops and verbally inform riders on buses of the proposed service reduction.

- Notice of the hearings in English and Spanish were posted in all buses and rail cars systemwide. However, due to space limitations the specific routes were not listed in the notice.
- In addition to the WMATA Compact requirement of posting notice of the public hearings in revenue vehicles, notice was posted in newspapers of general circulation, including several foreign language newspapers (<u>Washington Hispanic</u>, <u>El Tiempo Latino</u>, <u>India</u> <u>This Week</u>, <u>Express India</u>), as well as at area libraries and on <u>www.wmata.com</u>

#### Routes 21A-F, Landmark - Pentagon Line

Comment - Combining all of the current Route 21 services into a single route will result in overcrowding.

#### Response

- Current Route 21A,B,D northbound morning and southbound afternoon evening service is utilized by approximately 650 daily passengers on 34 trips, or approximately 19 passengers per trip. Assuming no passenger loss, the proposed 21A route would carry 650 daily passengers on 20 trips, or approximately 33 passengers per trip. The proposed service would still accommodate all riders within the Authority's load guidelines.
- Staff will monitor the revised Route 21A service after implementation and make adjustments if overcrowding is observed on specific trips.

Comment - Changing the route to start on Reynolds Street would result in a longer ride for riders boarding on Reynolds Street, as these riders are now among the last to board before buses enter I-395, and therefore currently have nearly the shortest ride of all riders on the line.

Response

- For Reynolds Street riders, service will be less frequent and their travel time will increase by up to 15 minutes. However, Reynolds Street riders will always be able to get seats since they will be first on the bus, not last as is the case with current Route 21B service.
  - Proposed 21A route and schedule parameters (20 minute proposed frequency) were designed by Alexandria transit staff.

### Routes 26A,E,W - East/West Falls Church Shuttles (GEORGE)

Comment - Increase GEORGE fare from \$0.50 to regular Metrobus fare; do not eliminate any service.

- City of Falls Church staff is examining several service and fare options and has received additional public comment through their city budget hearing process
- The Falls Church City Council was scheduled to make the final decision on GEORGE service and fare at its April 27, 2009 meeting.

### **Staff Response to Specific Route Comments**

### **District of Columbia**

#### Route D5, MacArthur Boulevard - Georgetown

Comment - Alternative service for Maryland passengers would increase travel time and fare.

#### Response

- One-third of D5 passengers board and alight in Maryland.
- Travel time to Farragut Square would increase from 30-38 minutes on D5 to 50-60 minutes using Ride On Route 23 with a transfer to Route D6 at Sibley Hospital.
- Round trip fare would increase from \$2.50 on D5 to \$5.70 using Ride On 23 with a transfer to the Red Line at Friendship Heights.

Comment - Alternative service on D6 does not serve passengers who work in Georgetown, Foggy Bottom or Rosslyn.

#### Response

- One-third of D5 passengers board and alight in Georgetown/Foggy Bottom
- Travel time to Wisconsin & M Streets would increase from 16-22 minutes on D5 to 28-37 minutes using D6 with a transfer to the 30's routes at Wisconsin & Q Streets.

Comment - D5 buses carry full loads and are not underutilized.

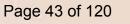
- The D5 averages 31 passengers per trip.
- If all D5 riders use alternative D6 service, D6 load factors would exceed our peak hour guideline. Therefore, the D6 will be monitored for overcrowding.

# APPENDIX B: PUBLIC HEARING PRESENTATION

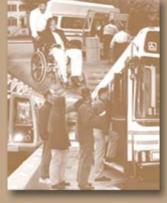
# **Metro Budget Overview**

### Fiscal Year 2010 July 1, 2009 – June 30, 2010

April 2009









### **General Manager's Overview And Summary Presentation:**

Each year the Washington Metropolitan Area Transit Authority (Metro) develops three budgets:

- 1. Operating Budget
- 2. Capital Budget
- 3. Reimbursable Projects Budget.

### Metro is faced with a significant operating budget shortfall



### WMATA is not alone - - - Budget challenge is national in scope

MARTA Atlanta "We are talking about a draconian - unbelievably draconian - reduction in service," said MARTA General Manager Beverly Scott. Atlanta Journal Constitution 12/16/2008

**MBTA Boston** "... the Board has included fare hikes and service cuts to plug the budget gap." Boston Globe 12/28/2008

MTA New York "The mother of all fare hikes..." New York Daily News 12/23/2008

Metro St. Louis "Metro plans to lay off 600 workers, or 25% of its work force..." St. Louis Business Journal 12/19/2008

**CTA Chicago** "Fare hikes on the CTA and Pace will hit Thursday..." Sun Times 12/29/2008

**BART San Francisco** "BART officials say the cuts to their organization are larger than expected, leaving them scrambling for options." The Daily Californian 10/2/2008



### WMATA is not alone - - - Jurisdictional Budget Challenges

Maryland "Transportation projects totaling \$1.1 billion over the next five years will be deferred because of the state's budget problems" Maryland Transportation Secretary Porcari said. MyFoxDC 9/10/2008

**District of Columbia** "Gandhi saying the cuts will indeed have to be substantial: That will mean a real impact on services, a real impact on people." Washington City Paper 9/24/2008

**Virginia** "Gov. Tim Kaine proposed Wednesday to cut thousands of state jobs...VDOT is expected to cut its staff by as much as 1,150..." Examiner 12/18/2008

MTA Baltimore "...is cutting back train and bus service even as more riders flock to the public transit system." The Examiner 12/30/2008

Fairfax "...County's budget shortfall has swollen to as much as
\$649 million...battered by a deepening recession..." DC Examiner 12/16/2008

Alexandria "Things could get worse before they get better "WTOP 9/29/2008

DASH Public Hearing "...which may require DASH to reduce service ... "



### Key Budget Assumptions:

- Metro recognizes the economic pressures facing our customers and the local jurisdictions
- No fare increase
- No increase in total local government subsidies



### Management Actions Taken:

- 1. Reduce current (FY09) operating budgets by ~10%
- 2. Implement a hiring freeze
- 3. Eliminate/defer any FY10 non-personnel expenses where possible in support departments (i.e. travel, contracted services, training)
- 4. Reduce FY10 administrative and support staffing

### **Pending Action:**

Reduce service as last resort



### FY10 Operating Budget Progression

\$ Millions	Revenue	- Expense	= Subsidy	Budget Gap	
FY2010 Baseline Budget	\$777	\$1,466	\$689	\$154	- Initial "Budget Gap"
Initial Actions to Close Gap:					
Eliminate 313 Positions		(\$28)			
Reduce Overtime		(\$18)			
Other Management Actions		(\$35)			
subtota	al	(\$81)	(\$81)	\$73	Budget Gap as of Jan 8, 2009
Additional Actions to Close Gap:					
Fiber optic revenue	\$1.2				
Defer funding GASB45		(\$4.0)			
Reduce purchased services costs		(\$5.0)			
Prev Maint funding up from \$20.7 to \$30.7	7	(\$10.0)			
Bus revenue from paper xfer	\$5.0				
Personnel cost assumption change		(\$7.0)			
Wage Settlement		(\$12.0)		$\frown$	
-	\$6.2	(\$38.0)	(\$44)	\$29	Budget Gap as of Mar 5, 2009

When the budget process began earlier this year, the shortfall was \$154 million, but through a series of internal actions over the last several months management has reduced the projected shortfall to \$29 million.



District of Columbia	Elimination of two routes where there is alternative service available. Lengthen time between buses by 30 seconds to 4 minutes on a number of routes.
Montgomery & Prince George's Counties	Lengthen time between buses, line eliminations, rerouting. Convert some RideOn service to Metrobus. Charge express fares on qualifying routes. Use subsidy to close the remaining gap.
Alexandria	Lengthen time between buses on some routes. Discontinue some late night and weekend bus service. Cut some bus service to close remainder of gap.
Arlington	Convert some service from Metrobus to ART. Use subsidy to close the remainder of the gap.
Fairfax County & City of Fairfax	Subsidy is available to close the remainder of the gap.
Falls Church	Fare increase and/or elimination of the "George" bus route, operated under separate agreement. Not part of Metro's Operating Budget, but this reduction achieves Falls Church budget goals.



### • APRIL 2009

- April 13 Public hearings on service reductions occur (two in each Signatory) through April 17, 2009.
- April 20 Public record closes (3 day open docket period after hearings).
- April 30 Staff presents Public Hearing Staff Report to FAO Committee.
- April 30 Obtain Board approval of Public Hearing Staff report .
- April 30 Board considers public input, takes budget action.
- April 30 If Board implements proposed service changes, then, staff begins building new schedules and begins communications effort, signage, updates.

### • JUNE 2009

• June 28 - Service changes, if approved, go into effect

### APPENDIX C: DOCKET B09-3



### Notice of Public Hearing Washington Metropolitan Area Transit Authority Proposed Service Adjustments and the General Manager's Proposed FY2010 Budget Docket B09-3

### <u>Purpose</u>

Notice is hereby given that six public hearings will be held by the Washington Metropolitan Area Transit Authority on the General Manager's proposed FY2010 budget and proposed service adjustments that may become effective on or about June 28, 2009 as follows:

Hearing No. 538 Mon, April 13, 2009 First United Methodist Church 6201 Belcrest Rd Hyattsville, MD

Hearing No. 541 <u>Wed, April 15, 2009</u> Arlington County Government 2100 Clarendon Blvd County Board Room, 3<sup>rd</sup> Floor Arlington, VA Hearing No. 539 Mon, April 13, 2009 Marshall Road Elementary School 730 Marshall Rd SW Vienna, VA

Hearing No. 542 Wed, April 15, 2009 Saint Francis Xavier Church 2800 Pennsylvania Ave SE Washington, D.C. Hearing No. 540 <u>Tues, April 14, 2009</u> First Baptist Church of Wheaton 10914 Georgia Ave Wheaton, MD

Hearing No. 543 <u>Fri, April 17, 2009</u> Metro Headquarters Building 600 Fifth Street, NW Washington, D.C.

### All hearings are scheduled to begin at 6:30 p.m.

The locations of these public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 by Monday, April 6 in order for Metro to make necessary arrangements.

For more information please visit www.wmata.com



### HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposed service adjustments or General Manager's proposed FY2010 budget will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. To establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish in writing their name, address, telephone number and organizational affiliation, if any, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, by 2 p.m. on the day of the hearing at which they wish to speak. Alternatively, requests to speak may be faxed to 202-962-1133 or e-mailed to <u>public-hearing-testimony@wmata.com</u>. Please submit only one speaker's name per letter and reference the Hearing Number for the hearing at which you wish to speak. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons who have registered have spoken. Public officials will be heard first and will be allowed five minutes each to make their presentations. All other speakers will not be permitted.

### HOW TO SUBMIT WRITTEN STATEMENTS

Written statements and exhibits may be submitted until 5 p.m. on Monday, April 20, 2009, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send an e-mail to <u>public-hearing-testimony@wmata.com</u>. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.

### <u>Proposal</u>

Each year the Washington Metropolitan Area Transit Authority (Metro) develops three budgets: an operating budget, a capital budget and a reimbursable projects budget.

The focus of the operating budget is on the people, supplies and services needed to operate and support Metrobus, Metrorail and MetroAccess. These are the day-to-day expenses. Funding for the operating budget comes primarily from passenger fares and contributions (subsidies) from Metro's state and local government partners.

The capital budget focuses on the assets and infrastructure needed to support bus, rail and paratransit services. Examples of assets are buses, trains, MetroAccess vehicles, stations, track, facilities, etc. Funding for the capital budget comes from federal grants, state and local government partners, and borrowing through bonds.

The reimbursable projects are unique services or programs usually funded by the state or local government that asked for those services.

Currently, Metro is faced with a significant operating budget shortfall for Fiscal Year 2010 (FY2010) that begins July 1, 2009. When the budget process began earlier this year, the shortfall was \$154 million, but through a series of internal actions over the last several months, management has reduced the projected shortfall from \$154 million to \$29 million, the current level. In an effort to reduce the operating funds gap, Metro has eliminated over \$119 million in operating costs, including the elimination of 313 positions. In concert with its Board, Metro Page 54 of 120

also revised its revenue estimate by about \$6 million. Every area of the proposed operating budget was scrutinized for efficiency, and actions were taken to ensure we get the most out of each dollar spent.

Total (millions)
\$ 28.8
\$ (13.6)
\$ <u>15.2</u>

\$ Millions	Revenue	- Expense	=	Subsidy	Budget Gap	
FY2010 Baseline Budget	\$777	\$1,466		\$689	\$154	Initial "Budget Gap"
Initial Actions to Close Gap:						
Eliminate 313 Positions		(\$28)				
Reduce Overtime		(\$18)				
Other Management Actions		(\$35)				
subtotal		(\$81)		(\$81)	\$73	Budget Gap as of Jan 8, 2009
Additional Actions to Close Gap:						
Fiber optic revenue	\$1.2					
Defer funding GASB45		(\$4.0)				
Reduce purchased services costs		(\$5.0)				
Prev Maint funding up from \$20.7 to \$30.7		(\$10.0)				
Bus revenue from paper xfer	\$5.0					
Personnel cost assumption change		(\$7.0)			_	
Wage Settlement		(\$12.0)			$\square$	
	\$6.2	(\$38.0)		(\$44)	\$29	Budget Gap as of Mar 5, 2009
					$\bigcirc$	

### Budget Crosswalk

When the budget process began earlier this year, the shortfall was \$154 million, but through a series of internal actions over the last several months management has reduced the projected shortfall to \$29 million.

To close the \$29 million gap, Metro is proposing bus service reductions and express fare changes, and will hold public hearings on this proposal. The public hearings will seek comment on the General Manager's proposed FY2010 budget and on proposed service adjustments to selected Metrobus routes in the District of Columbia, suburban Maryland, and northern Virginia, and on passenger fares only on Metrobus routes J7, J9, and W19 in Maryland; and 26A,E,W in Virginia. More detailed information on the General Manager's FY2010 budget proposal can be found at <u>www.wmata.com</u>.

	LINE ELIMINATIONS		
ROUTE(S)	LINE NAME	CHANGE	
District of Col	umbia		
M2	Fairfax Village - Naylor Road	Discontinue all service. Alternate routes: F14.	
D5	MacArthur Blvd Georgetown	Discontinue all service. Alternate routes: D6.	
Maryland			
B27	Bowie - New Carrollton	Discontinue all service. Alternate routes: B21, B22, T16, T17.	
B29, B31	Crofton - New Carrollton	Discontinue all service. Alternate routes: B21, B22, B24, B25, C28.	
C7, C9	Greenbelt - Glenmont	Discontinue all service. Alternate routes: 83, 86, 87, 89, C2, C8, R2, R5, R12, T17, Z8, Z9, Ride On 10, The Bus 11.	
C12, C14	Hillcrest Heights	Discontinue all service. Alternate routes: H11, H12, P12.	
R3	Greenbelt - Fort Totten	Discontinue all service. Alternate routes: 83, C2, C4, C8, F4, F6, F8, R1, R2, R4, R5, R12, T16, T17, The Bus 11, 13, 14, 15, 15X, 16.	
W15	Indian Head Highway	Discontinue all service. Alternate routes: A2, D12, D13, D14, P12, W13.	

#### FY2010 METROBUS SERVICE REDUCTION PACKAGE

LINE ELIMINATIONS/SERVICE SUBSTITUTION			
Virginia			
22B	Pentagon-Army/Navy DrShirley Pk.	Discontinue all service by Metro – Service to be replaced by Arlington Transit	
24P	Ballston - Pentagon	Discontinue all service by Metro - Service to be replaced by Arlington Transit	

	ROUTE OR SEGMENT ELIMINATIONS		
ROUTE(S)	LINE NAME	SERVICE REDUCTION DESCRIPTION	
Maryland			
C4,C2	Greenbelt - Twinbrook	Discontinue all C4 service between Wheaton and Twinbrook Stations. (C2 applies only to trips going to or from garage which had been extended west of Wheaton Station.)	
C8	College Park - White Flint	Eliminate weekday off-peak and all Saturday service.	
J5	Twinbrook - Silver Spring	Reroute over the discontinued segments of C4 and Q2 as a partial replacement during rush hours only. Increase frequency from 30 to 20 minutes.	
L7	Connecticut Avenue - Maryland	Eliminate L7 and increase service on L8.	
NH1	National Harbor	Reroute from Southern Avenue Station to Branch Avenue Station.	
P17, P18, P19	Oxon Hill - Fort Washington	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.	
Q2	Veirs Mill Road	Eliminate north of Rockville Station and south of Wheaton Station at all times except retain route between Rockville Station and Montgomery College as required for student travel.	
W13, W14	Bock Road	Reroute all trips to Southern Avenue Station. Charge regular fare instead of express fare.	
Z2	Colesville - Ashton	Eliminate weekday midday service. On Saturday, eliminate service between White Oak and Colesville.	
Virginia			
10A	Hunting Towers - Pentagon	Eliminate weekday service after 9 p.m. and all weekend service. Increase service on 10B to replace Alexandria portion of weekday service and Saturday late evening and Sunday 10A service.	
21A,B,C,D,F	Landmark - Pentagon	Restructure to a single route via Reynolds St., Edsall Rd., Whiting St., Stevenson Ave., Yoakum Pkwy., Edsall Rd., Van Dorn St., Duke St., I-395 to Pentagon.	
26A,E,W	GEORGE (Falls Church service)	Eliminate all service or increase fare	

INCREASE FARE ON SPECIFIC ROUTES			
ROUTE(S)	LINE NAME FARE CHANGE		
Maryland			
J7, J9	I-270 Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare.	
W19	Indian Head Express	Charge \$3.10 cash/\$3.00 SmarTrip express fare instead of regular fare.	
Virginia			
26A,E,W	GEORGE (Falls Church service)	Increase from \$0.50 to regular fare (\$1.35 cash/\$1.25 SmarTrip).	

CHANGE IN FREQUENCY OF SERVICE		
ROUTE(S)	LINE NAME	CHANGE
District of Col	umbia	
52, 53, 54	14 <sup>th</sup> Street	Interval between buses during rush hours to increase from 4.5 to 5 minutes. However, new express DC Circulator service will operate on 14 <sup>th</sup> Street between Irving Street and H Street beginning on April 1, 2009.
80	North Capitol Street	Interval between buses during a.m. rush hours to increase from 8.5 to 10 minutes.
90, 92	U Street - Garfield	Interval between buses during a.m. rush hours to increase from 4 to 4.5 minutes and during p.m. rush hours from 5 to 5.5 minutes.
H2, H3, H4	Crosstown	Interval between buses during a.m. rush hours to increase from 5 to 5.5 minutes and during p.m. rush hours from 8.5 to 10 minutes.
H6	Brookland - Fort Lincoln	Interval between buses during rush hours to increase from 10 to 14 minutes and during midday hours from 15 to 20 minutes. However, there will be no loss of capacity on this line because larger buses were assigned to the route.
N2, N3, N4	Massachusetts Avenue	Interval between buses during p.m. rush hours to increase from 6 to 7 minutes.
S2, S4	16 <sup>th</sup> Street	Interval between buses during rush hours to increase from 4 to 4.5 minutes. However, there will be new express bus service during rush hours on 16 <sup>th</sup> Street beginning on March 30, 2009.
V7, V9	Minnesota Avenue - M Street	Interval between buses during rush hours to increase from 8 to 9 minutes.
X2	Benning Road - H Street	Interval between buses during rush hours to increase from 6.8 to 7.5 minutes.

Maryland		
A12	M. L. King Jr. Highway	Interval between buses during rush hours to increase from 20 to 25 minutes.
J11, J12	Marlboro Pike	Interval between buses during rush hours to increase from 23 to 31 minutes.
Z9, Z29	Laurel - Burtonsville Express	Interval between buses during a.m. rush hours to increase from 20 to 30 minutes on each route.
Z11, Z13	Greencastle - Briggs Chaney Express	Interval between Z11 buses during rush hours to increase from 10 to 15 minutes.
Virginia		
7A, 7E, 7F	Lincolnia - North Fairlington	<ul> <li>7A,F: Interval between buses during evening hours to increase from 15 to 30 minutes between 8 and 10 p.m.</li> <li>7E: Interval between buses during a.m. rush hours to increase from 4 to 7.5 minutes and during p.m. rush hours to increase from 7.5 to 10 minutes.</li> </ul>

OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On (Metrobus to continue to operate weekday service.)			
ROUTE(S)	LINE NAME	DAY(S)	
L8	Connecticut Avenue - Maryland	Saturday & Sunday. Same service as provided by Ride On.	
T2	River Road	Saturday & Sunday. Same service as provided by Ride On.	
Z2	Colesville - Ashton	Saturday. Same service as provided by Ride On between White Oak and Silver Spring Station. (Does not operate on Sunday.)	

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# PROPOSED SERVICE CHANGES DISTRICT OF COLUMBIA

### MacArthur Blvd.-Georgetown Line Route D5

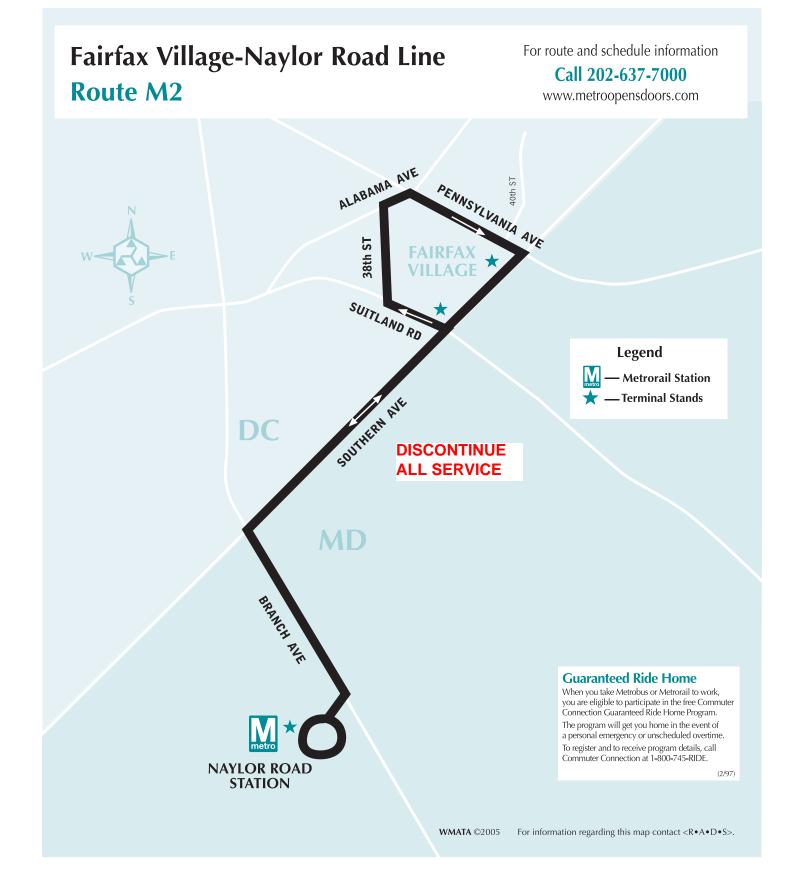
For route and schedule information Call 202-637-7000 www.metroopensdoors.com



### LINE ELIMINATIONS - DISTRICT OF COLUMBIA

### **MACARTHUR BOULEVARD - GEORGETOWN LINE, ROUTE D5**

SERVICE AREA:	Sumner, Sangamore Road, Brookmont, Palisades, Georgetown, Farragut Square
PROPOSAL:	Discontinue all service
REASON FOR CHANGE:	Light ridership. Poor productivity.
ALTERNATIVE SERVICE AVAILABLE:	On Massachusetts Avenue between Westbard Avenue and Sangamore Road: Ride On 23, 29 On Sangamore Road: Ride On 23 On MacArthur Boulevard: D6 On M Street, Pennsylvania Avenue, K Street: 38B



### LINE ELIMINATIONS - DISTRICT OF COLUMBIA

### FAIRFAX VILLAGE - NAYLOR ROAD LINE, ROUTE M2

SERVICE AREA:	Fairfax Village, Hillcrest, Naylor Road Station
PROPOSAL:	Discontinue all service
REASON FOR CHANGE:	Light ridership. Poor productivity.
ALTERNATIVE SERVICE AVAILABLE:	On Southern Avenue between Pennsylvania Avenue and Branch Avenue: F14, 39 On Suitland Road, 38 <sup>th</sup> Street, Alabama Avenue and Pennsylvania Avenue around Fairfax Village: M6, V5

### **CHANGE IN FREQUENCY OF SERVICE - DISTRICT OF COLUMBIA**

ROUTE(S)	LINE NAME	CHANGE
52, 53, 54	14 <sup>th</sup> Street	Interval between buses during rush hours to increase from 4.5 to 5 minutes. However, new express DC Circulator service is now operating on 14 <sup>th</sup> Street between Irving Street and I (Eye) Street as of April 1, 2009.
80	North Capitol Street	Interval between buses during a.m. rush hours to increase from 8.5 to 10 minutes.
90, 92	U Street - Garfield	Interval between buses during a.m. rush hours to increase from 4 to 4.5 minutes and during p.m. rush hours from 5 to 5.5 minutes.
H2, H3, H4	Crosstown	Interval between buses during a.m. rush hours to increase from 5 to 5.5 minutes and during p.m. rush hours from 8.5 to 10 minutes.
H6	Brookland - Fort Lincoln	Interval between buses during rush hours to increase from 10 to 14 minutes and during midday hours from 15 to 20 minutes. However, there will be no loss of capacity on this line because larger 29-seat buses (from 20-seat) have been assigned to the route.
N2, N3, N4	Massachusetts Avenue	Interval between buses during p.m. rush hours to increase from 6 to 7 minutes.
S2, S4	16 <sup>th</sup> Street	Interval between buses during rush hours to increase from 4 to 4.5 minutes. However, new express bus service is now operating during rush hours on 16 <sup>th</sup> Street as of March 30, 2009.
V7, V9	Minnesota Avenue - M Street	Interval between buses during rush hours to increase from 8 to 9 minutes.
X2	Benning Road - H Street	Interval between buses during rush hours to increase from 6.8 to 7.5 minutes. However, the interval between buses will not be changed until new 60-seat articulated buses are placed in service on this route, which is anticipated to be summer 2009.

## **PROPOSED SERVICE CHANGES**

## MARYLAND

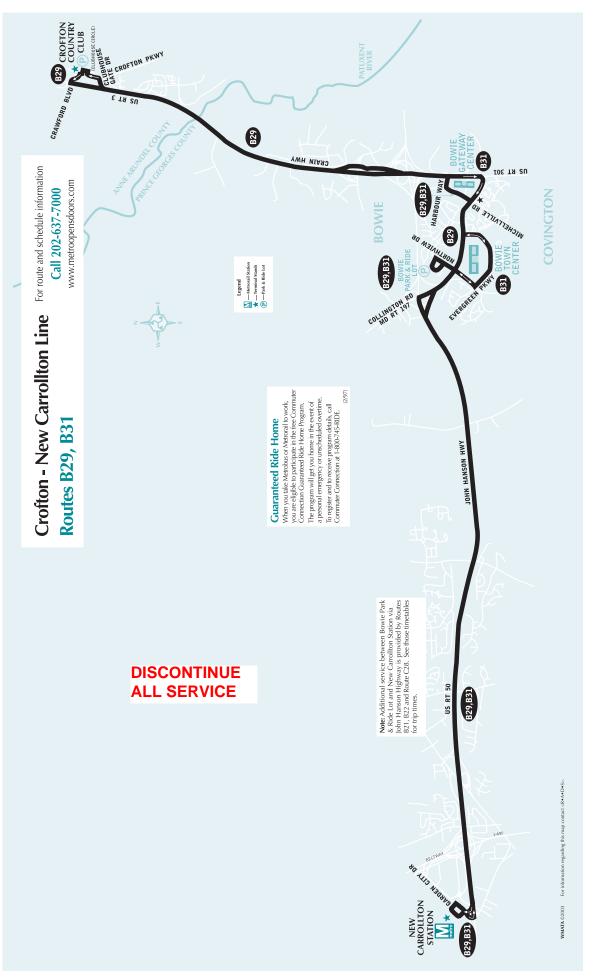
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### LINE ELIMINATION

### **BOWIE - NEW CARROLLTON LINE, ROUTE B27**

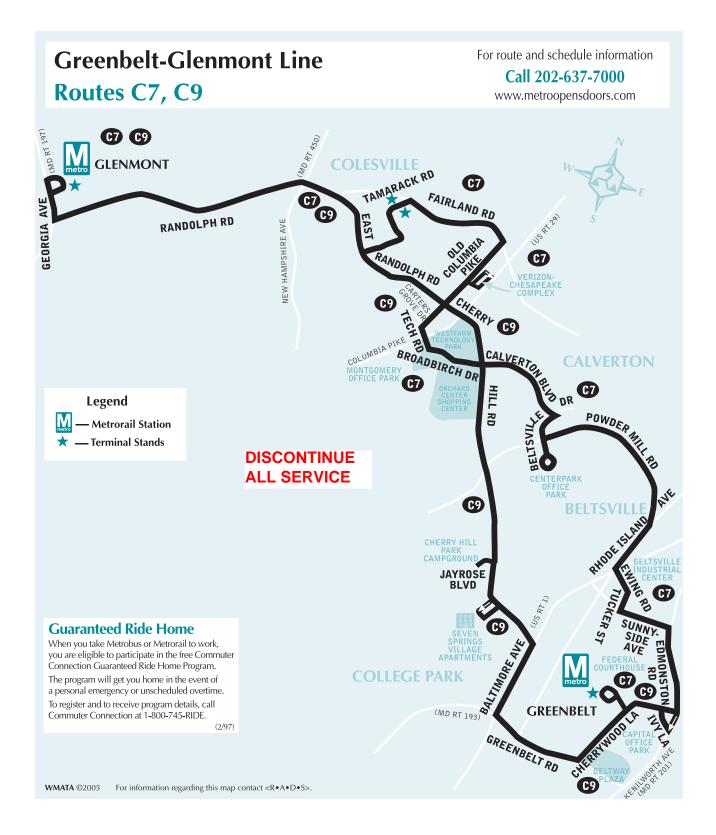
SERVICE AREA:	Bowie State University, Old Bowie, Lanham-Severn Road	
PROPOSAL:	Discontinue all service.	
REASON FOR CHANGE:	Light ridership. Poor productivity.	
ALTERNATIVE SERVICE AVAILABLE:	Between Bowie State University and Old Bowie: B21, B22 On Good Luck Road and Cipriano Road (west of Lanham- Severn Road and south of Greenbelt Road): T16, T17	



### LINE ELIMINATION

### **CROFTON - NEW CARROLLTON LINE, ROUTES B29, B31**

SERVICE AREA:	Crofton Country Club, Bowie Gateway Center, Bowie Town Center, Bowie Park & Ride. Via John Hanson Highway.
PROPOSAL:	Discontinue all service.
REASON FOR CHANGE:	Light ridership. Poor productivity. Partial duplication by other routes.
ALTERNATIVE SERVICE AVAILABLE:	Between Bowie Park & Ride and New Carrollton Station via John Hanson Highway: B21, B22, C28 Between Bowie Park & Ride and New Carrollton Station via Belair and Annapolis Road: B24, B25



### LINE ELIMINATION

## **GREENBELT - GLENMONT LINE, ROUTES C7, C9**

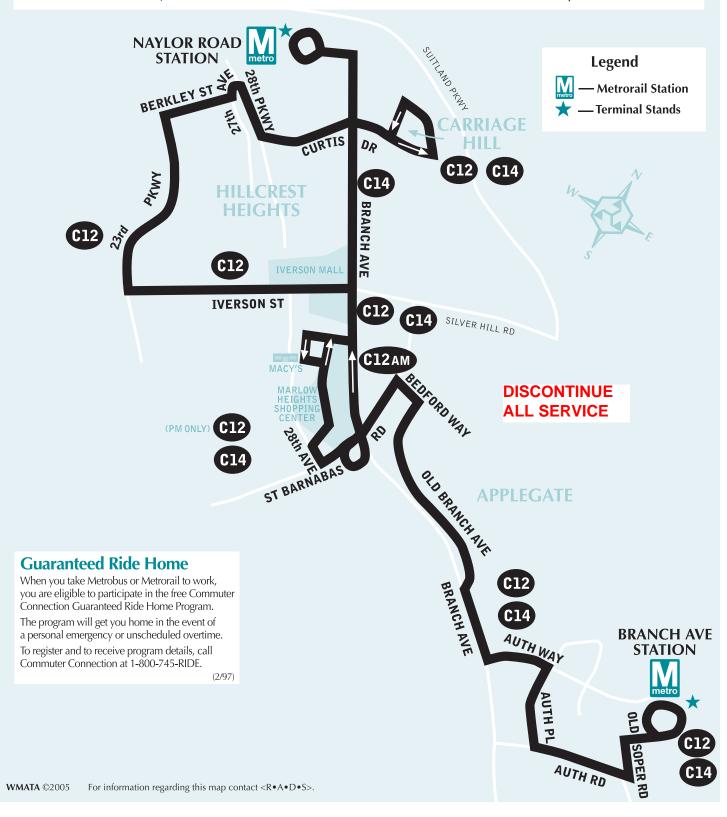
SERVICE AREA AFFECTED:	Colesville, Fairland (C7), Verizon - Chesapeake Complex (C7), Westfarm, Calverton (C7), Beltsville (C7), Cherry Hill (C9), Seven Springs Village (C9), Beltway Plaza (C9), Federal Courthouse (C7)
PROPOSAL:	Discontinue all service.
REASON FOR CHANGE:	Light ridership. Poor productivity. Duplication in part by other routes.
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>Randolph Road: C8, Ride On 10.</li> <li>NOTE: C8 service is proposed elsewhere in this docket to be reduced to rush hours only.</li> <li>E. Randolph Road: Ride On 10.</li> <li>Fairland: Z8, Z9, Ride On 21</li> <li>Tamarack: Ride On 21</li> <li>Westfarm: Ride On 10.</li> <li>Calverton: 86, R2, R5</li> <li>Beltsville: 86, 89</li> <li>Seven Springs Village: 83</li> <li>Beltway Plaza: C2, R12, T17</li> <li>Federal Courthouse: 87, 89, The Bus 11</li> </ul>

## Hillcrest Heights Line Routes C12,14

For route and schedule information

### Call 202-637-7000

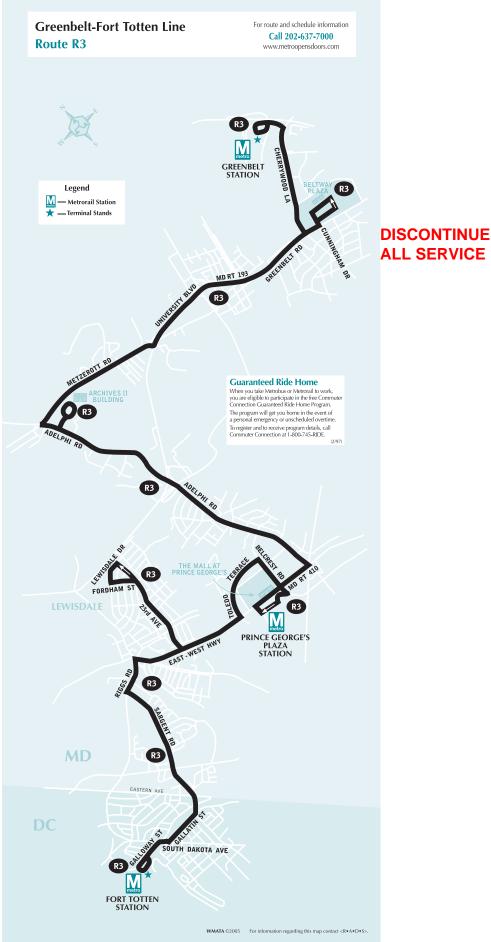
www.metroopensdoors.com



## LINE ELIMINATION

## HILLCREST HEIGHTS LINE, ROUTES C12, C14

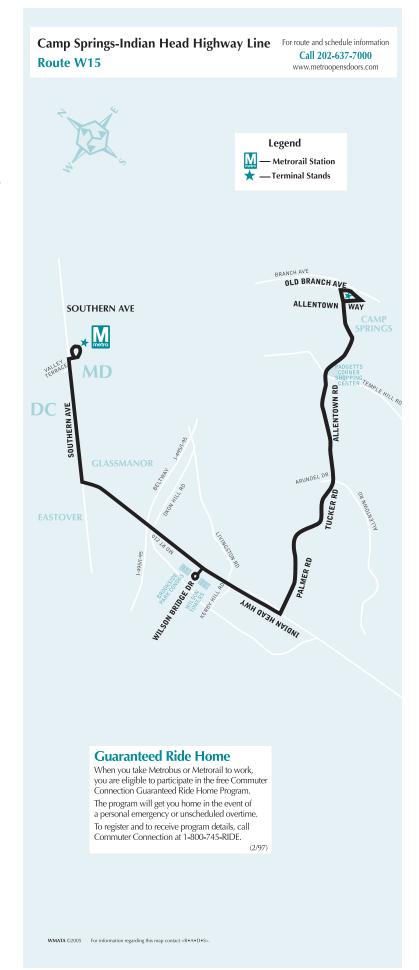
SERVICE AREA:	Branch Avenue Station, Applegate, Marlow Heights Shopping Center, Iverson Mall, Hillcrest Heights residential area (C12), Branch Avenue (C14), Carriage Hill Apartments, Naylor Road Station
PROPOSAL:	Discontinue all service.
REASON FOR CHANGE:	Light ridership. Poor productivity. Duplication in part by other routes.
ALTERNATIVE SERVICE AVAILABLE:	Marlow Heights Shopping Center: H11, H12 Iverson Street: H11, H12, P12 Branch Avenue west of Colebrooke Drive: H11, H12



## LINE ELIMINATION

### **GREENBELT - FORT TOTTEN LINE, ROUTE R3**

SERVICE AREA:	Greenbelt Station, Beltway Plaza, Branchville, Metzerott Road, Archives II, Adelphi Road, P. G. Plaza Station, The Mall at Prince George's, Sargent Road, Fort Totten Station
PROPOSAL:	Discontinue all service.
REASON FOR CHANGE:	Light ridership. Poor productivity. Duplication in part by other routes.
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>Greenbelt Station - Beltway Plaza: C2, R12, T16, T17; The Bus 11, 15, 15X, 16</li> <li>Branchville: 83</li> <li>Adelphi Road: C8</li> <li>NOTE: C8 service is proposed elsewhere in this docket to be reduced to rush hours only.</li> <li>P. G. Plaza Station &amp; The Mall at Prince George's: 86, C4, F4, F6, F8, R2, R4; The Bus 13, 14</li> <li>Sargent Road: R1, R2, R5 (on Riggs Road)</li> </ul>

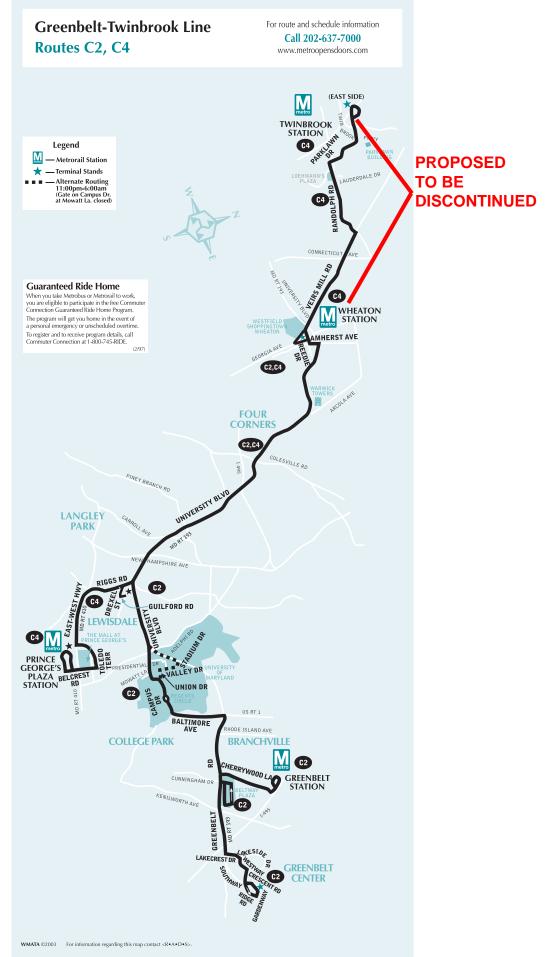


### DISCONTINUE ALL SERVICE

## LINE ELIMINATION

## INDIAN HEAD HIGHWAY LINE, ROUTE W15

SERVICE AREA:	Camp Springs, Allentown Road, Padgetts Corner, Tucker Road, Palmer Road, Indian Head Highway, Eastover, Southern Avenue Station
PROPOSAL:	Discontinue all service.
REASON FOR CHANGE:	Light ridership. Poor productivity. Duplication in part by other routes.
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>Tucker Road (between Allentown Road and Bock Road only): W13</li> <li>NOTE: See changes to those routes proposed elsewhere in this docket.</li> <li>Indian Head Highway: D13, D14</li> <li>Southern Avenue: A2, D12, D13, D14, P12</li> </ul>

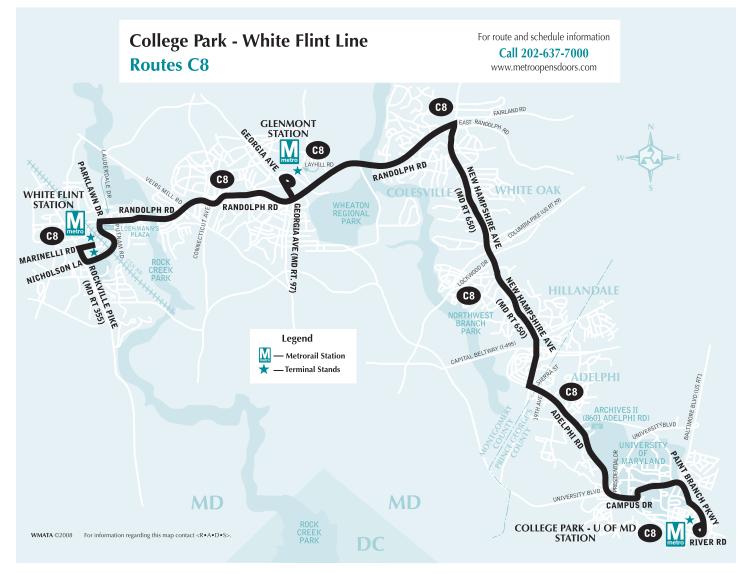


### **GREENBELT - TWINBROOK LINE, ROUTES C2 (extended trips only), C4**

SERVICE AREA AFFECTED:	Parklawn Building, Loehmann's Plaza, Veirs Mill Village
PROPOSAL:	<u>Discontinue all service between Wheaton Station and</u> <u>Twinbrook Station.</u> (Most C4 trips now operate to or from Twinbrook Station. Selected C2 trips late at night are extended beyond Wheaton Station to Veirs Mill Road & Randolph Road. These C2 and C4 trips are the ones that would be affected.)
REASON FOR CHANGE:	Duplication by other routes.
ALTERNATIVE SERVICE AVAILABLE:	Veirs Mill Road: Q2, Ride On 34, 38, 48. Randolph Road: C8, Ride On 10. <b>NOTE</b> : C8 service is proposed elsewhere in this docket to be reduced to rush hours only. Parklawn Drive: Ride On 10

### **DISCONTINUE WEEKDAY NON-RUSH SERVICE**

### **DISCONTINUE ALL SATURDAY SERVICE**



### **COLLEGE PARK - WHITE FLINT LINE, ROUTE C8**

SERVICE AREA:	White Flint, Nicholson Lane, Randolph Road, Glenmont Station, Colesville, White Oak, FDA/FRC, Hillandale, Adelphi, Archives II, University of Maryland
PROPOSAL:	Discontinue weekday non-rush service. Discontinue all Saturday service.
REASON FOR CHANGE:	Modest ridership. Duplication in part by other routes.
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>Nicholson Lane &amp; part of Parklawn Drive: Ride On 38</li> <li>Randolph Road: Ride On 10</li> <li><b>NOTE</b>: Z2 service on New Hampshire Avenue between Colesville and White Oak is proposed elsewhere in this docket to be reduced to rush hours only.</li> <li>New Hampshire Avenue south of White Oak: K6</li> <li>Adelphi Road: R3</li> <li>Campus Drive: C2, F6, J4</li> </ul>

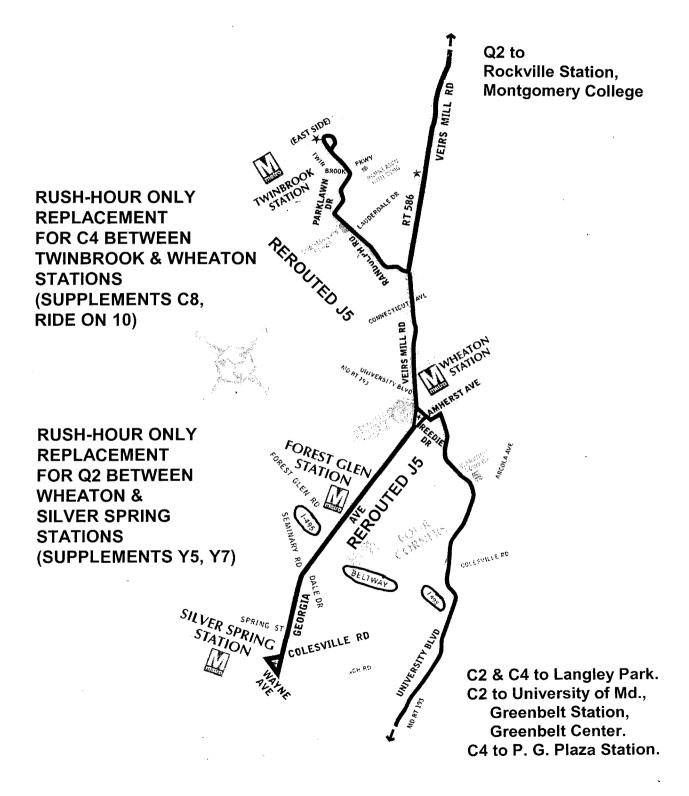


**EXISTING J5 ROUTING VIA BELTWAY** 

PROPOSED DISCONTINUED

## **J5 PROPOSED TO BE REROUTED**

## VIA RANDOLPH RD., VEIRS MILL RD., GEORGIA AVE.



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## **TWINBROOK - SILVER SPRING LINE, ROUTE J5**

SERVICE AREA AFFECTED:	Parklawn Drive south of Randolph Road, Nicholson Lane, White Flint Mall, Rockville Pike, Grosvenor-Strathmore Station
PROPOSAL:	Discontinue present routing via Beltway and operate as rush hour only supplement to Route Q2 with operation over local streets via current C4 routing between Twinbrook Station and Wheaton Station (Parklawn Drive, Randolph Road, Veirs Mill Road) and via current Q2 routing between Wheaton Station and Silver Spring Station (Georgia Avenue). Increase frequency from every 30 minutes to every 20 minutes.
REASON FOR CHANGE:	Partial replacement for C4 service proposed to be discontinued at all times between Twinbrook Station and Wheaton Station and for Q2 service proposed to be discontinued at all times between Wheaton Station and Silver Spring Station.
ALTERNATIVE SERVICE AVAILABLE:	Nicholson Lane: C8, Ride On 38 Rockville Pike: Ride On 5, 6, 46

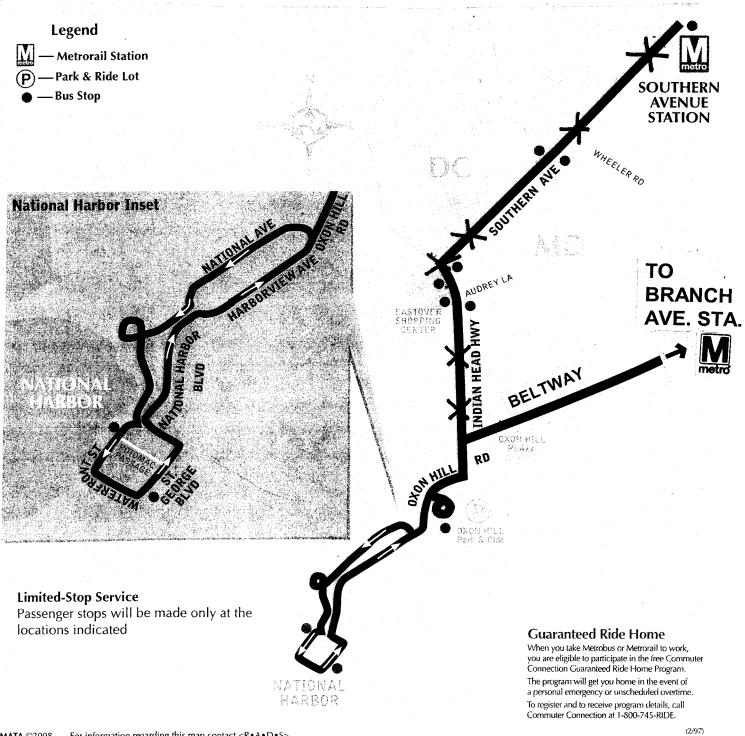


#### <u>ROUTE OR SEGMENT ELIMINATION</u> <u>OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On</u> (Metrobus to continue to operate weekday service.)

#### CONNECTICUT AVENUE - MARYLAND LINE, ROUTE L7, L8

SERVICE AREA	Wheaton Station, University Boulevard, Kensington
AFFECTED (L7):	<b>NOTE</b> : L7 operates every 30 minutes, rush hours only.
PROPOSAL:	Discontinue all L7 service and increase L8 service as necessary.
REASON FOR	Light ridership between Wheaton and Kensington.
CHANGE:	Duplication by other routes.
ALTERNATIVE	Ride On 6 and 34 operate over the same routing as L7 between
SERVICE	Wheaton Station and Connecticut Avenue & University
AVAILABLE:	Boulevard in Kensington.
	<b>NOTE:</b> Saturday L8 service, now operated by Ride On, would be provided by Metrobus.

## NATIONAL HARBOR LINE **ROUTE NH1**



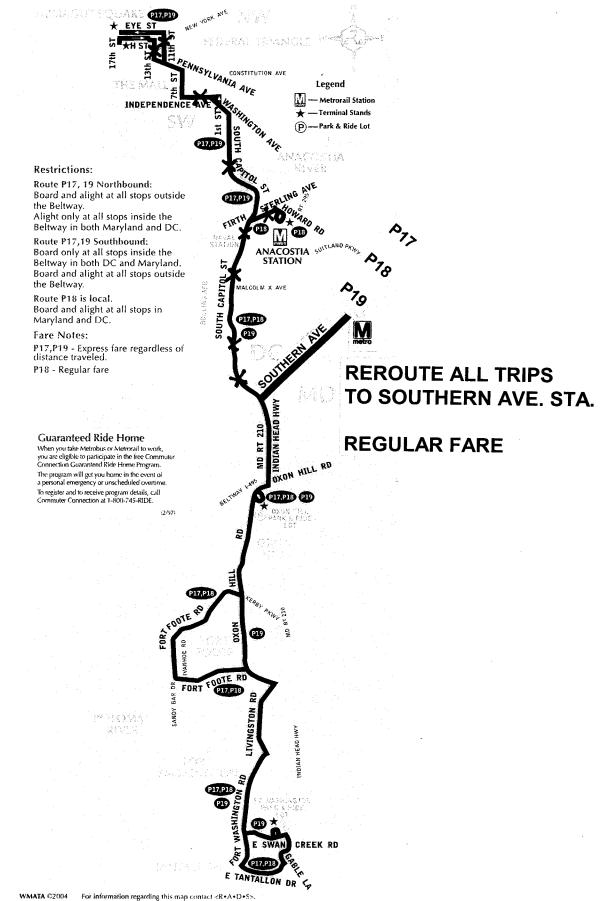
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## NATIONAL HARBOR LINE, ROUTE NH1

SERVICE AREA AFFECTED:	NH1 presently operates to Southern Avenue Station and serves stops at Indian Head Highway & Audrey Lane, Indian Head Highway & Southern Avenue, and Southern Avenue & Wheeler Road for boarding only southbound (to National Harbor) and for alighting only northbound (from National Harbor).
PROPOSAL:	Operate to Branch Avenue Station instead of to Southern <u>Avenue Station.</u> No change in routing between National Harbor and the Oxon Hill Park & Ride Lot. Service on the present routing between the Oxon Hill Park & Ride Lot and Southern Avenue Station would be replaced by a routing to Branch Avenue Station via the Beltway. No change to the frequency of service (every 30 minutes at all times, seven days a week).
REASON FOR CHANGE:	This change has been requested by the Gaylord National Resort in National Harbor and can be made at no increase in operating cost.
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>Indian Head Highway &amp; Audrey Lane: D12, D13, D14</li> <li>Indian Head Highway &amp; Southern Avenue: D12, D13, D14</li> <li>Southern Avenue &amp; Wheeler Road: A2, D12, D13, D14, P12</li> <li>NOTE: Existing W15 serving these locations is proposed elsewhere in this docket to be discontinued.</li> </ul>

## OXON HILL - FORT WASHINGTON LINE ROUTES P17, P18, P19

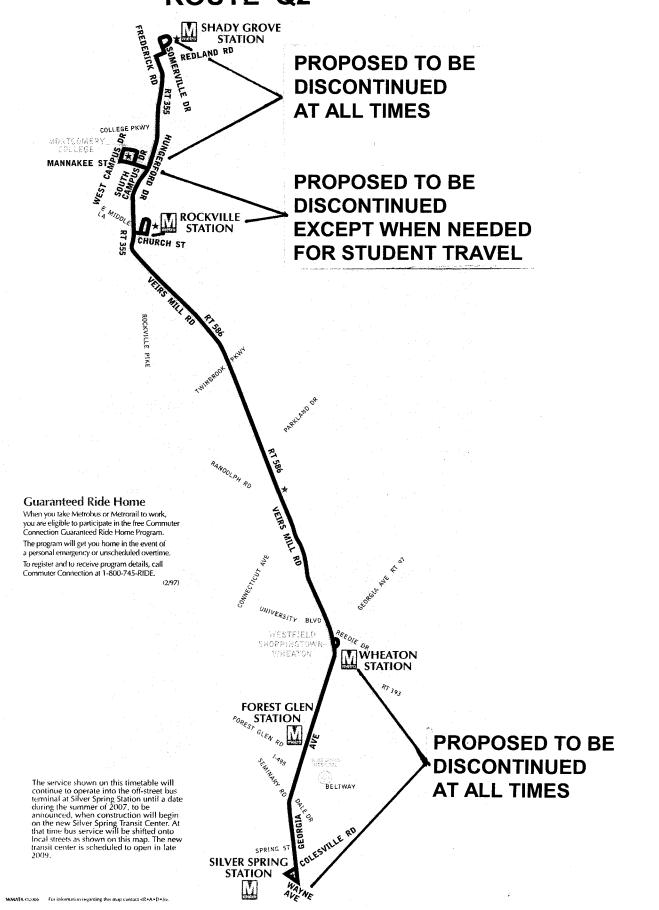


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## OXON HILL - FORT WASHINGTON LINE, ROUTES P17, P18, P19

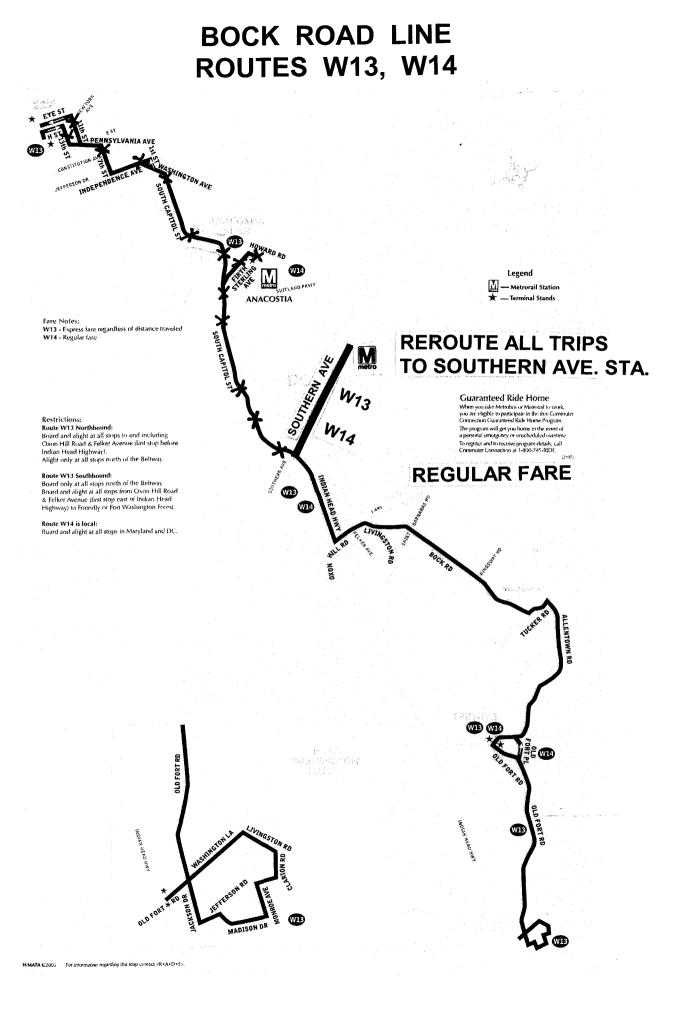
SERVICE AREA AFFECTED:	P17 and P19 operate one-way service to Farragut Square weekday rush hours only, inbound in the morning and outbound in the evening. Areas affected by this proposal: South Capitol & M Streets, SW employment area, downtown shopping district, Farragut Square - K Street business district. P18 operates local service in both directions weekday midday to Anacostia Station. This line does not operate Saturday or Sunday.
ROUTE CHANGE PROPOSAL:	<u>All service on this line</u> , whether it now operates between Indian Head Highway & Southern Avenue and Farragut Square (P17, P19) or to Anacostia Station (P18), <u>would be rerouted via</u> <u>Southern Avenue to Southern Avenue Station.</u>
FARE CHANGE PROPOSAL:	P17 and P19 charge the express fare (\$3.00 with SmarTrip, \$3.10 without SmarTrip). P18 charges the regular fare (\$1.25 with SmarTrip, \$1.35 without SmarTrip). With the proposed change in routing, which would require a transfer to Metrorail or to another bus route to continue into DC or to downtown, <u>all trips on this line would charge the regular fare.</u>
ROUTE NUMBER CHANGE:	Because there would no longer be a distinction in either routing or fare charged on trips that are presently designated P17 and P18, all these trips would be designated P18.

## VEIRS MILL ROAD LINE ROUTE Q2



## VEIRS MILL ROAD LINE, ROUTE Q2

SERVICE AREAS AFFECTED:	Shady Grove Station, Frederick Road / Hungerford Drive (Md. Rt. 355), Montgomery College (Rockville Campus)
ROUTE CHANGE PROPOSAL:	Discontinue service north of Montgomery College and south of Wheaton Station at all times. Operate between Montgomery College and Wheaton Station on weekdays between approxi- mately 6:00 AM and 10:00 PM and on Saturday between approximately 8:00 AM and 6:00 PM. At all other times on weekdays and on Saturday and all day on Sunday, operate between Rockville Station and Wheaton Station only.
REASON FOR CHANGE:	Duplication by other routes.
ALTERNATIVE SERVICE AVAILABLE:	Between Montgomery College or Rockville Station and Shady Grove: Ride On 46, 55, part of 45; Red Line Between Wheaton Station and Silver Spring Station: Y5, Y7, Y8, Y9; Red Line



## **BOCK ROAD LINE, ROUTES W13, W14**

SERVICE AREA AFFECTED:	W13 operates one-way service to Farragut Square weekday rush hours only, inbound in the morning and outbound in the evening. Areas affected by this proposal: South Capitol & M Streets, SW employment area, downtown shopping district, Farragut Square - K Street business district. W14 operates local service in both directions weekday midday to Anacostia Station. This line does not operate Saturday or Sunday.
ROUTE CHANGE PROPOSAL:	<u>All service on this line</u> , whether it now operates between Indian Head Highway & Southern Avenue and Farragut Square (W13) or to Anacostia Station (W14), <u>would be rerouted via Southern</u> <u>Avenue to Southern Avenue Station.</u>
FARE CHANGE PROPOSAL:	W13 charges the express fare (\$3.00 with SmarTrip, \$3.10 without SmarTrip). W14 charges the regular fare (\$1.25 with SmarTrip, \$1.35 without SmarTrip). With the proposed change in routing, which would require a transfer to Metrorail or to another bus route to continue into DC or to downtown, <u>all trips on this line would charge the regular fare.</u>
ROUTE NUMBER CHANGE:	Because there would no longer be a distinction in either routing or fare charged on trips that are presently designated W13 and W14,.all these trips would be designated W14.

## COLESVILLE - ASHTON LINE ROUTE Z2

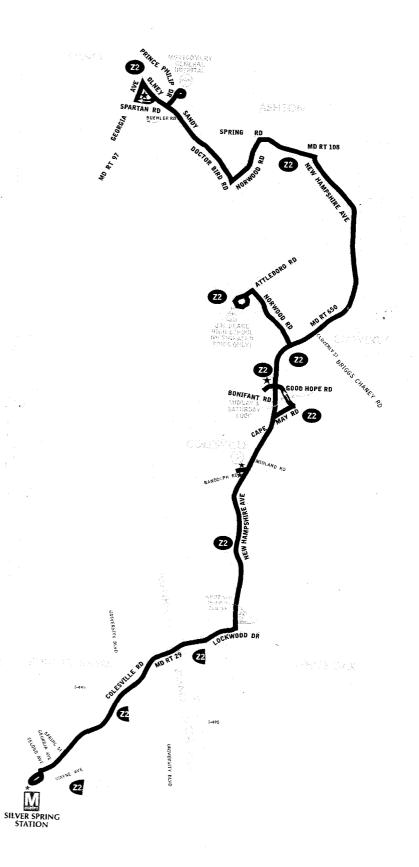
WEEKDAYS:

KEEP RUSH HOUR SERVICE TO OLNEY. DISCONTINUE MIDDAY SERVICE TO COLESVILLE.

**SATURDAY:** 

DISCONTINUE ALL SERVICE BETWEEN WHITE OAK & COLESVILLE. <u>KEEP</u> SERVICE BETWEEN SILVER SPRING STATION & WHITE OAK. <u>OPERATE BY METROBUS</u> INSTEAD OF BY RIDE ON.

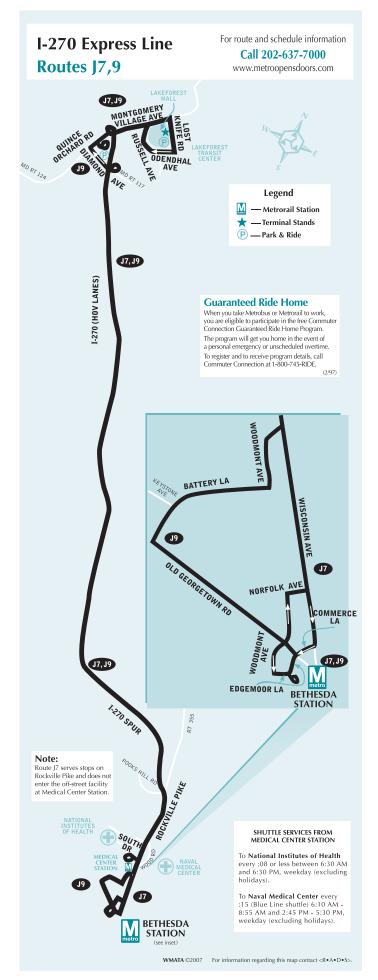
(NO SUNDAY SERVICE.)



### <u>ROUTE OR SEGMENT ELIMINATION</u> <u>OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On</u> (Metrobus to continue to operate weekday service.)

### **COLESVILLE - ASHTON LINE, ROUTE Z2**

SERVICE AREA AFFECTED:	New Hampshire Avenue between Colesville and White Oak	
PROPOSAL:	Discontinue service in this segment of route both weekday midday and on Saturday. The remaining <u>Saturday service</u> would operate between the White Oak Shopping Center and Silver Spring Station <u>by Metrobus</u> instead of by Ride On, coordinated with Z8 service.	
REASON FOR CHANGE:	Light ridership. Poor productivity. Requested by Montgomery County.	
ALTERNATIVE SERVICE AVAILABLE:	None, if the proposal elsewhere in this docket to discontinue parallel C8 service during the same time periods is implemented.	



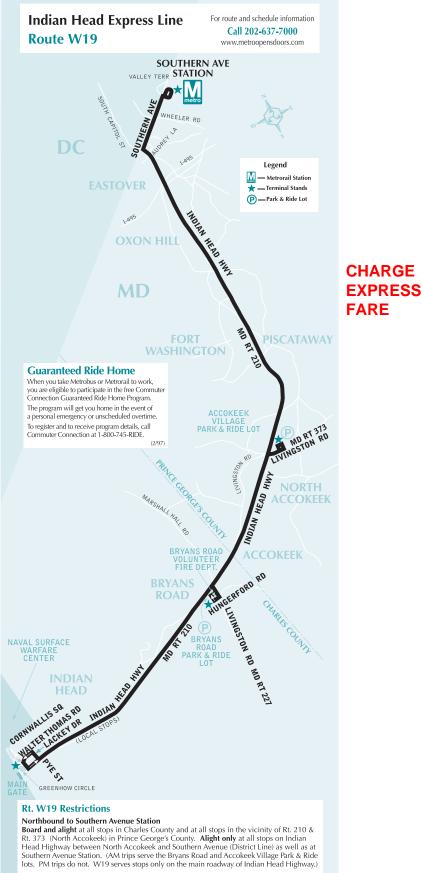
### CHARGE EXPRESS FARE

#### **INCREASE FARE**

#### I-270 EXPRESS LINE, ROUTES J7, J9

SERVICE AREA:	Lakeforest Transit Center, Park & Ride lot at Md. Rt. 124 & I-270, Medical Center Station, National Institutes of Health, Naval Medical, Battery Lane (J9), downtown Bethesda, Bethesda Station
ROUTE CHANGE PROPOSAL:	No change to existing route or schedule.

FARE CHANGEExpress fare (\$3.00 with SmarTrip, \$3.10 without SmarTrip) to<br/>be charged instead of regular fare (\$1.25 with SmarTrip, \$1.35<br/>without SmarTrip).



#### Southbound to Indian Head

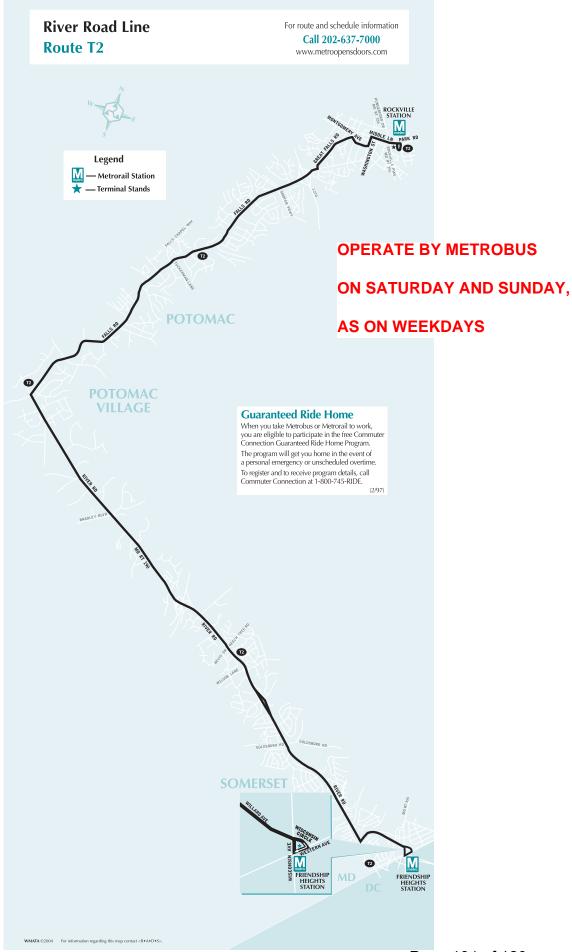
Southoound to indian Head Board only at Southern Avenue Station and at all stops on Indian Head Highway in Prince George's County between Southern Avenue (District Line) and North Accokeek (Rt. 210 & Rt. 373). Board and alight at all stops in the vicinity of Rt. 210 & Rt. 373 and at all in Charles County. (PM trips serve the Accokeek Village and Bryans Road Park & Ride lots. AM trips do not. W19 serves stops only on the main roadway of Indian Head Highway.)

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### **INCREASE FARE**

## **INDIAN HEAD EXPRESS LINE, ROUTE W19**

SERVICE AREA:	Indian Head (Charles County), Bryans Road Park & Ride (Charles County), Accokeek Village Park & Ride (North Accokeek, Prince George's County), Southern Avenue Station
ROUTE CHANGE PROPOSAL:	No change to existing route or schedule.
FARE CHANGE PROPOSAL:	Express fare (\$3.00 with SmarTrip, \$3.10 without SmarTrip) to be charged instead of regular fare (\$1.25 with SmarTrip, \$1.35 without SmarTrip).



#### OPERATION ON WEEKENDS BY Metrobus INSTEAD OF BY Ride On (Metrobus to continue to operate weekday service.)

#### **RIVER ROAD LINE, ROUTE T2**

SERVICE AREA AFFECTED:	None
PROPOSAL:	<u>No change</u> is proposed to be made to the route or to the schedule weekday, Saturday, or Sunday. However, <u>Saturday</u> and <u>Sunday service</u> , now operated by <u>Ride On</u> , would be provided by <u>Metrobus</u> . Weekday service is already provided by Metrobus.
REASON FOR CHANGE:	Requested by Montgomery County.

### CHANGE IN FREQUENCY OF SERVICE

ROUTE(S)		CHANGE
A12	M. L. King Highway	Interval between buses during rush hours to increase from 20 to 25 minutes
J11, J12	Marlboro Pike	Interval between buses during rush hours to increase from 23 to 31 minutes.
Z9, Z29	Laurel - Burtonsville Express	Interval between buses during a.m. rush hours on each route to increase from 20 to 30 minutes. No change in the p.m. rush.
Z11, Z13	Greencastle - Briggs Chaney Express	Interval between Z11 trips to increase from 1 to 5 minutes beyond current intervals, which vary throughout the rush periods. Z13 intervals to be adjusted minimally.

# **PROPOSED SERVICE CHANGES**

# VIRGINIA

## Pentagon-Army-Navy Drive-Shirley Park Line Route 22B

For route and schedule information Call 202-637-7000 www.metroopensdoors.com

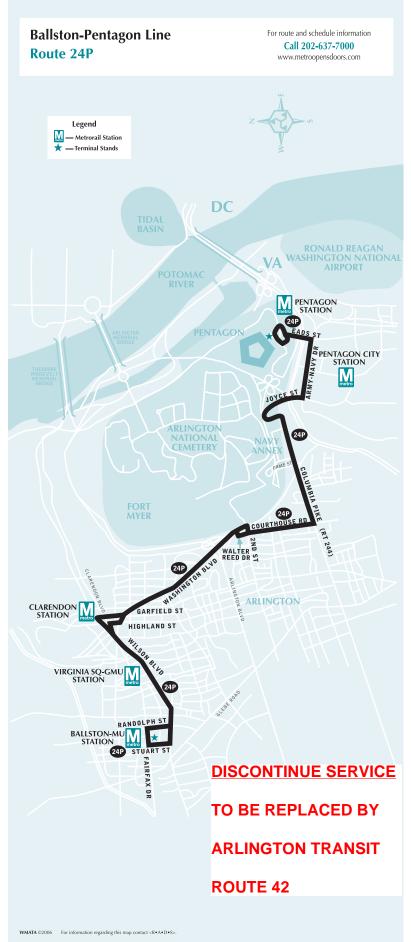


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## LINE ELIMINATIONS/SERVICE SUBSTITUTION

#### PENTAGON - ARMY-NAVY DRIVE - SHIRLEY PARK LINE, ROUTE 22B

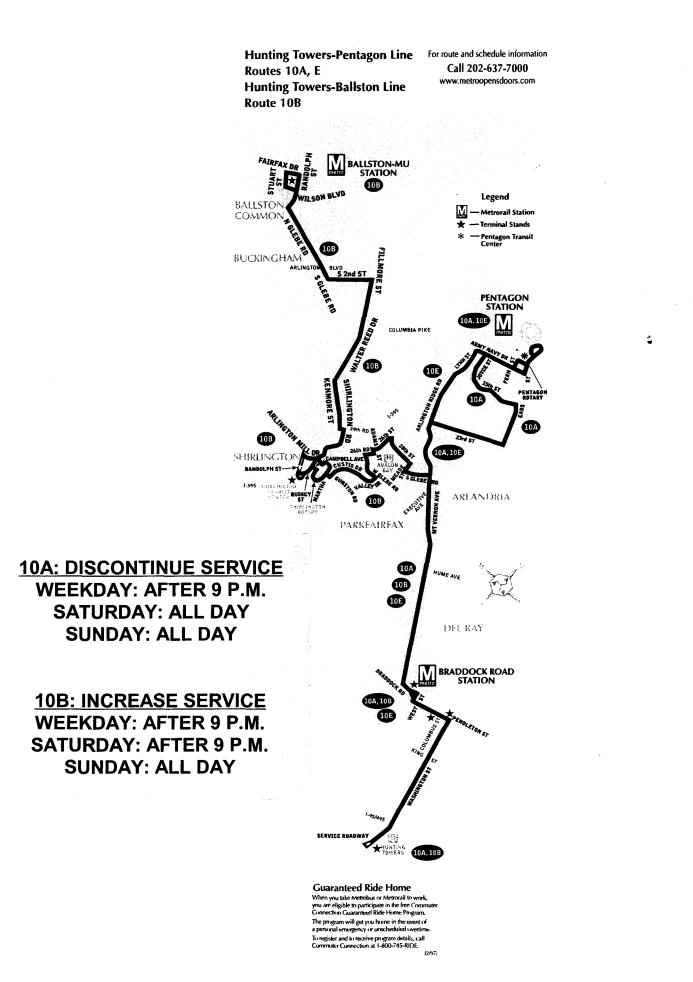
- **SERVICE AREA:** Shirley Park, Arna Valley, Avalon Bay, The Grove at Arlington, Horizon House, Pentagon City (Army-Navy Dr.), Pentagon Station
- **PROPOSAL:** Discontinue all service
- **REPLACEMENT**Metrobus Route 22B would be replaced by Arlington Transit**SERVICE:**(ART) Route 82. Arlington County transportation staff will be<br/>present at the Arlington hearing to respond to questions<br/>concerning the planned ART service.



## LINE ELIMINATIONS/SERVICE SUBSTITUTION

## **BALLSTON - PENTAGON LINE, ROUTE 24P**

SERVICE AREA:	Ballston-MU Station, Clarendon Station, Navy Annex, Pentagon City (Army-Navy Dr.), Pentagon Station	
PROPOSAL:	Discontinue all service	
REPLACEMENT SERVICE:	Metrobus Route 24P would be replaced by Arlington Transit (ART) Route 42 on weekdays (Route 42 already operates on Saturdays). Arlington County transportation staff will be present at the Arlington hearing to respond to questions concerning the planned ART service.	

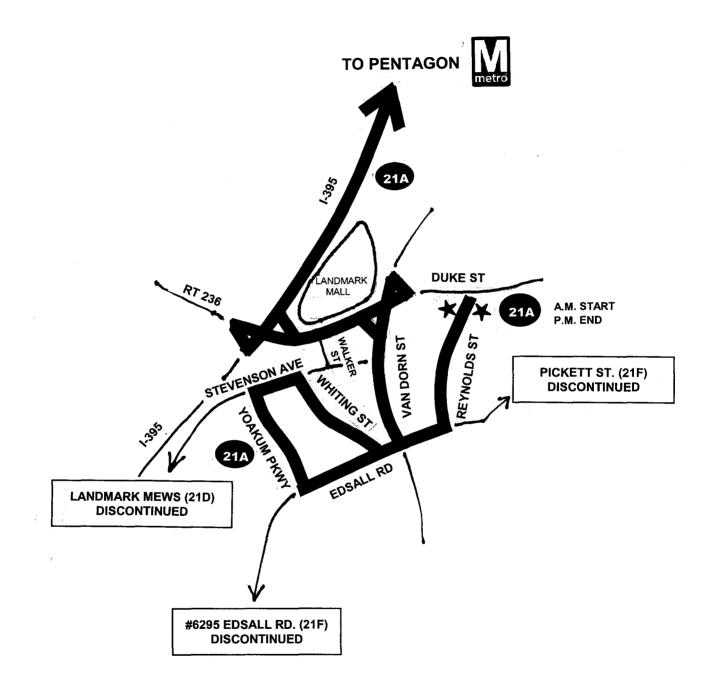


## **ROUTE OR SEGMENT ELIMINATIONS**

## HUNTING TOWERS - PENTAGON LINE, ROUTE 10A ONLY HUNTING TOWERS - BALLSTON LINE, ROUTE 10B

SERVICE AREA:	(10A,B): Hunting Towers, Downtown Alexandria, Braddock Road Station, Del Ray, Arlandria, South Arlington (10A only): Crystal City, Pentagon Station (10B only): Arna Valley, Avalon Bay, Parkfairfax, Shirlington Station, Buckingham, Ballston Common, Ballston-MU Station	
PROPOSAL:	<u>Weekday</u> - Discontinue 10A service after 9 p.m. Service on Route 10B (Hunting Towers-Ballston Line) would be increased from every 60 minutes to every 40-50 minutes after 9 p.m. to provide partial replacement service on the Alexandria portion of Route 10A.	
	<u>Saturday</u> - Discontinue all 10A service. Evening service on Route 10B would be increased from every 60 minutes to every 40-50 minutes after 9 p.m. to provide partial replacement service on the Alexandria portion of Route 10A.	
	<u>Sunday</u> - Discontinue all 10A service. Route 10B would be increased from every 60 minutes to every 40-50 minutes all day to provide partial replacement service on the Alexandria portion of Route 10A.	
REASON FOR CHANGE:	Light ridership on Route 10A during the days and hours service is proposed for elimination.	
ALTERNATIVE SERVICE AVAILABLE:	<ul> <li>9A between Pentagon Station and Crystal City</li> <li>23A on 23<sup>rd</sup> St. S. between Eads St. and Arlington Ridge &amp; S. Glebe Rds.</li> <li>10B: Improved weekday and Saturday late evening and all day Sunday service between Mt. Vernon Ave., Braddock Road Station, and Hunting Towers</li> <li>DASH AT10 on Mt. Vernon Ave. between Reed and Monroe Aves.</li> <li>DASH AT3, AT4 between Braddock Road Station and S. Washington St./Hunting Towers</li> </ul>	

# Landmark-Pentagon Line Proposed Route 21A



# **ROUTE OR SEGMENT ELIMINATIONS**

## LANDMARK - PENTAGON LINE, ROUTES 21A, B, C, D, F

SERVICE AREA:	Landmark, #6295 Edsall Rd. complex, Pentagon Station	
PROPOSAL:	Route 21 service would be restructured into a single route as follows:	
	Route 21A: From Reynolds & Duke Streets, a.m. service would operate via Reynolds Street, Edsall Road, Whiting Street, Stevenson Avenue, Yoakum Parkway, Edsall Road, Van Dorn Street, Duke Street, I-395 to the Pentagon. P.M. southbound service from the Pentagon would operate via the reverse of the above route to Reynolds & Duke Streets. Service would operate every 20 minutes from 6 to 8:40 a.m. northbound to the Pentagon and every 20 minutes from 4 to 7:20 p.m. southbound from the Pentagon.	
	Routes 21B, 21C, 21D, 21F: Discontinue all service	
REASON FOR PROPOSAL:	Light ridership/low productivity on the segments of route to be discontinued (Pickett St., Landmark Mews, #6295 Edsall Rd.). The proposed 21A route will serve approximately 95 percent of current 21A,B,D a.m. northbound and p.m. southbound riders.	
ALTERNATIVE SERVICE AVAILABLE:	18F and Fairfax Connector 321, 322 on Edsall Rd., passing the #6295 complex DASH AT1, AT5, AT8 on Yoakum Pkwy., Whiting St., Stevenson Ave., and Van Dorn Street in the Landmark area DASH AT7 on Pickett St. 25B on Reynolds St.	

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# FALLS CHURCH SHUTTLE SERVICE Route 26A

Serving East and West Falls Church-VT/UVA Stations Weekday Midday Hours Only For route and schedule information Call 202-637-7000 www.metroopensdoors.com





DISCONTINUE ALL SERVICE (with option for replacement service to be operated by Arlington Transit)

### ROUTE OR SEGMENT ELIMINATIONS/ INCREASE FARE ON SPECIFIC ROUTES

#### <u>GEORGE - EAST FALLS CHURCH SHUTTLE, ROUTES 26A, 26E</u> GEORGE - WEST FALLS CHURCH SHUTTLE, ROUTE 26W

SERVICE AREA:	City of Falls Church, East Falls Church and West Falls Church-VT/UVA Stations		
		alls Church has requested that the following fare proposals be presented for public comment:	
SERVICE PROPOSAL:	Option 1: Option 2:	Discontinue all service without replacement Discontinue service operated by Metrobus, with option for replacement service to be operated by Arlington Transit	
FARE CHANGE PROPOSAL:	If the City of Falls Church decides to retain all or any part of GEORGE service operated by Metrobus or Arlington Transit, it is proposed that the GEORGE fare be increased from the current \$0.50 to the regular Metrobus fare of \$1.35 cash/\$1.25 SmarTrip, and that future fare increases on GEORGE service will track the standard Metrobus fare structure. The City is also considering a free fare option for GEORGE service.		
ALTERNATIVE SERVICE AVAILABLE:	If GEORGE service is discontinued, alternative service is available as follows:		
	3A,B on Nor and Broad S 28A,B on Ea 1Z between	North and South Washington St. th and South Washington St. between Fairfax Drive t. (3B)/Annandale Rd. (3A) st and West Broad Sts. Ballston-MU Station and Wilson and Roosevelt Center) - a.m. and p.m. rush only	

<u>NOTE</u>: Based on testimony received at the WMATA public hearings and separate public hearings to be held by the City of Falls Church, the City Council will make a final determination on the GEORGE service and fare proposals at its April 27, 2009 meeting.

# **CHANGE IN FREQUENCY OF SERVICE - VIRGINIA**

ROUTE(S)		CHANGE
7A,E,F	Lincolnia-North Fairlington	<ul> <li>7A,F: Interval between buses during evening hours to increase from 15 to 30 minutes between 8 and 10 p.m.</li> <li>7E: Interval between buses during a.m. rush hours to increase from 4 to 7.5 minutes and during p.m. rush hours to increase from 7.5 to 10 minutes.</li> </ul>